



## T. Boone Pickens Media Coverage 9.25.09

### Total of 4 Placements

- Print: 2
- Blog/Online: 1
- Broadcast: 1

### Coverage Summary:

*The Birmingham News* article looks at a daily shuttle that is making the switch to CNG. Birmingham's Airport Express has two passenger vans running on natural gas and is in the process of replacing a third van. The piece lists air quality, energy security and price as some of the advantages of natural gas. Pickens is mentioned in the article as a prominent advocate for natural gas vehicles, with his company, Clean Energy, designing and building CNG fueling stations across the country. Alabama is on the list of natural gas states we will be targeting and we plan to follow up with this reporter during our outreach.

The *Le Mars Daily Sentinel* referenced Pickens' town hall visit last year in an editorial discussing the need for a more efficient energy grid.

### Highlighted Placements (Full Articles Below)

- **Airport Express Fueling up with Natural Gas** – *The Birmingham News* – 9/23/09
- **What about the Grid?** – *Le Mars Daily Sentinel* – 9/24/09

### Blog/Online Placements (Full Articles Below)

- **NPR Focuses on The Little Guys Who Bring You Domestic Natural Gas** – *The Energy Collective* – 9/25/09

## HIGHLIGHTED COVERAGE

### **Airport Express Fueling up with Natural Gas** – *The Birmingham News* – 9/23/09

By Roy L. Williams

The owners of Birmingham's Airport Express are making the switch to alternative fuels, a move they say will not only save them money but help protect the environment.

Mark and Libby McConville, who have been operating a daily shuttle from Birmingham to Hartsfield-Jackson Atlanta International Airport for 23 years, last month began using the first of two recently purchased 12-passenger vans powered by compressed natural gas.

Once Airport Express replaces its third van with one capable of using compressed natural gas, McConville estimates the company will save \$60 a day from its three daily trips between Birmingham and Atlanta, or \$17,000 a year.

"We'll not only be saving money, but also do our part to reduce the nation's dependency on foreign oil by incorporating natural gas," said McConville, who bought his compressed natural gas vans, formerly government-owned Navy fleet vehicles, at an auction in California.

Mark Bentley, executive director of the Alabama Clean Fuels Coalition, said a growing number of drivers are switching to alternative fuels. He said compressed natural gas has many advantages in terms of air quality, energy security and price.

"CNG and natural gas vehicles could improve ongoing air pollution issues in the Birmingham area," Bentley said. "Due to the efficiency and environmental factors, CNG used in natural gas vehicles makes perfect sense for many fleet vehicle operations, like that of Airport Express."

One of the biggest deterrents to compressed natural gas is a lack of fueling stations, but Bentley says he is working on getting more built across the state. Today, there are two public access compressed natural gas fueling stations in Alabama - at Eighth Avenue North and 32nd Street in Birmingham, operated by the Birmingham-Jefferson Transit Authority, and a Chevron station in Evergreen. Mobile has a private CNG station.

McConville said Airport Express' vans are capable of using both compressed natural gas and gasoline, so company drivers don't have to worry when running low on fuel between trips to the refueling stations in Atlanta and Birmingham.

Airport Express's use of CNG is a prime example of how a company can save money on fuel costs while simultaneously cleaning up the air, said Bob Strickland, Alagasco's manager of clean transportation. "At Alagasco, we are working with some of our commercial and industrial customers to show them the benefits of CNG in fleet use," he said.

Bentley said natural gas is one of the most widely available domestically-produced fuels, making it easy to compress it from pipelines for use in vehicles such as the BJCTA's bus fleet.

"There is not a lot of infrastructure but we, Alagasco, Boone Pickens' company, Clean Energy, and many others are working diligently to help get infrastructure installed across the country," he said.

Pickens, who made billions in oil, has become a prominent advocate of natural gas-powered vehicles, and his company designs and builds CNG fueling stations across the country.

Though Honda offers the Civic GX powered by compressed natural gas, Bentley said there aren't many vehicles available that run on compressed natural gas in the United States. But he believes more manufacturers will add CNG-powered vehicles to their fleet as fueling stations become more accessible.

The low cost of compressed natural gas, availability of federal incentives and the fact there are no state fuel taxes on compressed natural gas also make it an attractive alternative fuel, Bentley said.

"Pricing is based on the natural gas price which historically has been about 30 percent lower, on average, than conventional gasoline," Bentley said.

David Dixon, a University of Alabama chemistry professor who studies the use of alternative fuels, said compressed natural gas has lots of benefits.

"It is extremely fuel efficient and readily available," Dixon said. "Buses in the United States and cars in Europe have used natural gas for years."

Bentley said hurdles remain before CNG is widely used in the United States, but added, "its advantages are excellent - price, air quality, domestic availability. We are making progress."

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### **What about the Grid? – *Le Mars Daily Sentinel* – 9/24/09**

In the past few years, there has been a focus on alternative and renewable energy. Many have touted biofuels and wind power as ways to reduce carbon dioxide emissions and lessen dependence on foreign fuels. As concepts, these are wonderful ideas that deserve to be fully explored, then exploited. As working business models, there's some more work that needs to be done.

Iowa and Plymouth County are in the forefront of many of these brave new business models, and have seen their share of ups and downs in the past year.

This week, the county Board of Adjustment heard that County Zoning Administrator Alan Lucken had been contacted by a company that is considering the county as a site for a possible wind farm. They want to put up a 190 foot test tower to check wind speeds. Iowa continues to expand wind energy production and surpassed California to become the second largest producer of wind generated electricity in the nation, second only to Texas.

According to Lucken' report to the Board of Adjustment, one of the puzzle pieces that potential wind farm operations are seeking is a local electrical grid that will have enough capacity to handle the power generated by the turbines. County zoning laws will also need to be changed to accommodate wind farms, according to Lucken.

The energy infrastructure in the nation -- the power grid -- is one of the largest hurdles standing in the way of the growth of the wind and solar energy businesses. Places like Plymouth County, where wind power can be generated, are located a great distance away from places that will need the power.

T. Boone Pickens pointed this out last year during his town hall visit to Le Mars. Investing in a smarter, more efficient energy grid will have to be an integral part of any energy policy, no matter how the power is generated.

The time for a discussion of how to upgrade the power grid is now. There are opportunities for alternative energy, and there is no reason that our county and state shouldn't be able to be in the forefront.

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## BLOG/ONLINE COVERAGE

**NPR Focuses on The Little Guys Who Bring You Domestic Natural Gas** – *The Energy Collective* – 9/25/09

By Rod Adams

I have spent many hours listening to NPR radio stories while commuting back and forth from Annapolis to Washington since the summer of 2001. I enjoy the in-depth coverage and the lack of the usual kind of shouting commercials. There are times, however, when I get disappointed. This past week has been one of those times as NPR's morning edition aired more than 20 minutes (three episodes of more than 7 minutes each) worth of what is essentially a commercial for a power source that competes with my favored nuclear energy - natural gas.

I recognize that I have significant biases in this area and will expose them up front.

I have no real beef with the portrayal of natural gas as a cleaner fossil fuel that has a strong domestic component. Both of those characteristics are true. My main complaint is with the depiction of natural gas as a "mom and pop" enterprise that has little political involvement or power. There may, in fact, be a large number of small, domestic producers that drill lots of wells and produce family incomes, but that is not the extent of the industry.

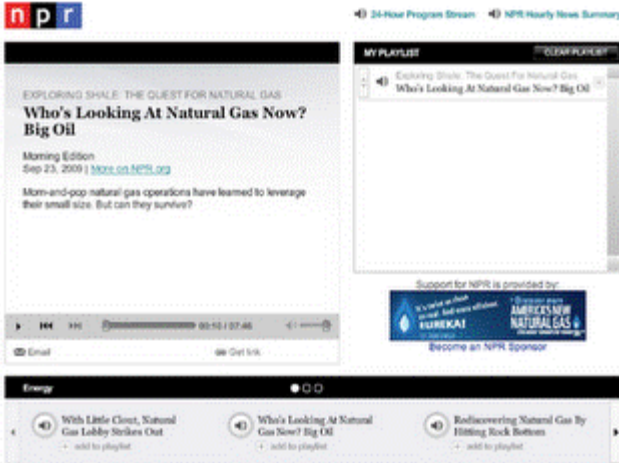
ExxonMobil, for example, produces 4 million barrels of oil equivalent (BOE) each day, but fully half of that production is in the form of natural gas. As I described several weeks ago, ExxonMobil has invested more than \$30 billion into a single natural gas production facility in Qatar that includes Liquefied Natural Gas (LNG) capabilities so that the gas can be delivered to the United States and other gas burning customers around the world. During the same week when NPR was talking about the poor, helpless, politically impotent natural gas industry, Reuters published a story quoting Lamar McKay, chairman and president of BP Americas (a subsidiary of BP - formerly known as British Petroleum. That is not the same BP that is associated with T. Boone Pickens) as saying

Natural gas has the greatest potential to provide the largest carbon reductions at the lowest cost using technology that is available today

In other words, I simply do not buy the portrayal of natural gas producers as politically or economically disadvantaged. I work in Washington and see the billboards and the rolling billboards on the buses that shout "THIS BUS IS RUNNING ON CLEAN NATURAL GAS". I have also visited the very professional and well appointed studios at Clean Skies TV, an organization that is solely funded by the American Clean Skies Foundation, which gets a big chunk of its money from companies like Chesapeake Energy, an \$18 billion (market capitalization) company that is one of the major independent natural gas producers in the United States.

I happen to LIKE Chesapeake Energy (I have been a stockholder for many years) and I like many of the characteristics of natural gas. It is a flexible fuel, but more importantly, it is a valuable input raw material for thousands of manufactured products that make our lives more comfortable and enjoyable. However, producing and selling gas is a big business and there is no real comparison between a fuel that reduces CO2 emissions by as much as 50% over coal and one that eliminates emissions altogether, like uranium or thorium do.

I have listened carefully to the NPR stories once again from their web site, but not once did I notice any mention of nuclear energy as another domestic, competitive power source that can free up far more natural gas for uses like vehicle fuel and chemical raw materials. Both oil and coal plus the warm and fuzzy wind and solar alternatives did get some mention. Here is a screen shot from the NPR audio player window that popped up when I reviewed the stories. Thought provoking, isn't it?



Here is another thought provoking detail about NPR's coverage of natural gas. The producers sought the opinion of environmental groups like the Worldwatch Institute. Here is the quote that aired:

"Natural gas is the cleanest of the fossil fuels," says Christopher Flavin, president of the Worldwatch Institute, a think tank that does environmental research. "I think nobody's ever argued that. The big thing, of course, that's changed is that shale gas has now opened up as this enormous resource."

Natural gas emits half the carbon of coal. Flavin and some other top environmentalists want Congress to embrace natural gas as a transition fuel, to move the country away from coal and toward clean fuels that haven't yet come on the market.

I thought that name sounded familiar. It turns out that I have had a chat with Mr. Flavin at a gathering of the Progressive Policy Institute where we discussed his thoughts about distributed nuclear power plants compared to his vision for carpeting large swaths of desert with solar panels. It seems that he likes methane gas that has been extracted by fracturing shale rock a lot better.

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## BROADCAST COVERAGE

1. KLST News At Six  
KLST-TV CH 8 (CBS) San Angelo  
09/24/2009 06:00 PM - 06:30 PM

DMA: 196  
Spot Cost: \$288  
Est. Audience: 14,746

Available formats: QuickView, DVD, CD, digital link, videotape, transcript, NewsBoard

[CC] 00:01:52 Texas Governor Rick Perry, who is running for reelection next year, says Dallas **energy** billionaire **T. Boone Pickens** has endorsed him. Governor Perry is an ally in **Pickens'** efforts to promote **wind energy** and **natural gas**. The two differ on a key **energy** issue involving federal climate legislation to reduce greenhouse **gases**. Perry says "cap and trade" would kill Texas jobs; **Pickens** supports the measure, saying it would serve his goals for **wind** and solar power and more transmission lines. 00:03:00