

# PickensPlan

## T. Boone Pickens Media Coverage 7.11.09-7.13.09

### Total of 83 Placements

- Print: 36
- Blog/Online: 18
- Broadcast: 29

### Coverage Summary:

*The Washington Post* reported that even though the Obama Administration has made offshore wind energy a priority, it's been hard to get projects off the ground. The piece looks at other wind projects, including Pickens', and explains why a lack of financing and transmission lines led to the postponement of his plans to build the world's largest wind farm.

*The LA Times* piece also looks at challenges facing the wind energy industry, which according to AWEA, will see the first decline in new capacity since 2004.

*Natural Gas Intelligence* covered a new study which found that more local and state governments and businesses are adding natural gas vehicles to their fleets. This is due to financial incentives being offered. The piece mentions natural gas legislation that has been introduced in the House and Senate. *NGI* also ran a more in-depth piece on the Senate's version of the NAT GAS Act.

In a piece for the *Financial Post*, Energy Probe and Urban Resistance Institute Executive Director Lawrence Solomon highlights the Pickens Plan, mentioning that it appeals to politicians on both sides of the aisle. It also looks at key parts of the plan and legislation that is being considered.

Several TV and radio stations, including *Clean Skies Sunday* which airs in Washington DC, reported on the Senate introduction of the NAT GAS Act.

### Highlighted Placements (Full Articles Below)

- **Wind Projects at a Standstill** – *Washington Post* – 7/11/09
  - *Cleveland Plain Dealer*
  - *Herald Net*
  - *Miami Herald*
  - *Record Searchlight*
  - *The Star-Ledger*
- **Wind Power Stalls** – *LA Times* – 7/12/09
- **Widespread NGV Adoption Tied to Incentives, Study Finds** – *Natural Gas Intelligence* – 7/13/09
- **NGV Tax Credits Eyed for Expansion** – *Natural Gas Intelligence* – 7/13/09
- **Lawrence Solomon: Fill Up With Subsidies** – *Financial Post* – 7/11/09
  - *National Review Online*
  - *Canwest News Service*

### Print Placements (Full Articles Below)

- **Pickens Turning Attention to Natural Gas** – *United Press International* – 7/13/09
- **Government Picks Up the Pace** – *Fleets & Fuels* – 7/13/09
- **Louisiana Oil & Gas: Making a Case for Natural Gas-Powered Vehicles** – *The Advertiser* – 7/12/09
- **Mill Ticket: System Upgrades Key to Wind Power Growth** – *The Oklahoman* – 7/13/09
  - *PennEnergy*
  - *iStockAnalyst*

- **Clean Energy to Expand with \$74M Offering** – *Orange County Business Journal* – 7/13/09
- **Teague vs. Pearce Fight is a Clash of the Titans** – *The New Mexico Independent* – 7/10/09
  - *New West Politics*
- **Transfer of Power Key Cog in Project** – *Arkansas Democrat Gazette* – 7/13/09
- **Energy: Let's Get Real** – *The Columbia Daily Tribune* – 7/12/09
  - *PennEnergy*
  - *iStockAnalyst*
- **Alaska Natural Gas Gets New Market Competition** – *Anchorage Daily News* – 7/11/09
  - *Tehran Times*
  - *PennEnergy*
- **Pickens' Troubles Also are Wind Industry's** – *The Des Moines Register* – 7/12/09
- **Plan to Cancel Wind Farm No Big Surprise** – *Kansas Farmer* – 7/10/09
  - *American Agriculturist*
  - *California Farmer*
  - *Dakota Farmer*
  - *Indiana Prairie Farmer*
  - *Michigan Farmer*
  - *Mid-South Farmer*
  - *Nebraska Farmer*
  - *Ohio Farmer*
  - *Prairie Farmer*
  - *The Farmer*
  - *Western Farmer-Stockman*
  - *Wisconsin Agriculturist*
- **Conservation and the Economy — Part 3** – *Craig Daily Press* – 7/11/09
- **The Congress: Off Again in La-La Land** – *Hernando Today* – 7/11/09

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

- **Bill Aims to Boost Natural Gas Vehicles** – *The Green Car Website* – 7/12/09
- **Lower Oil Begets Lower Rig Counts... Again (BHI, USO, OIL)** – *24/7 Wall St.* – 7/10/09
- **BP Closes Alternative Energy Division** – *Motley Fool Blog* – 7/10/09
- **Pampa's Future Role in the Wind Industry** – *KFDA* – 7/13/09
  - *KWES*
- **Pickens Plan Misses The Mark, Expert Says** – *KOTV* – 7/11/09
- **Smart Grid Investing** – *Seeking Alpha* – 7/10/09
- **Natural Gas Vehicles Gain Senate Backing, Price Excepted to Increase** – *TransWorldNews* – 7/10/09
- **A Hole in the Cap** – *Global Warming Examiner* – 7/10/09
- **What?! Bob Lutz back at GM!** – *Huffington Post* – 7/11/09
  - *EV World*

## HIGHLIGHTED COVERAGE

### **Wind Projects at a Standstill** – *Washington Post* – 7/11/09

By Jonathan Starkey

The Obama administration has made offshore wind energy a priority and an important part of its plans to create jobs and combat climate change, but even such favorable political breezes have not been strong enough to propel the nation's first projects.

The economy has intervened, and an unfamiliar federal approval process could hold up leading projects.

Just last month, Interior Secretary Ken Salazar distributed leases to explore five possible wind farm sites off Delaware and New Jersey on the outer continental shelf. The leases were the first ever, and Salazar proclaimed "a new day for energy production in the United States."

But that day may be years in the dawning.

Developer Bluewater Wind won two of the leases for sites 14 miles off Delaware and 15 to 18 miles off New Jersey. The company seemed to be barreling toward being first in the emerging industry, with plans to plant a wind farm into the seabed at Rehoboth Beach, Del. A year ago, it had even struck an agreement to sell power from the giant windmills to Delmarva Power.

But now, its parent company, Australian investment firm Babcock & Brown, has buckled under the weight of the global economic downturn and is selling off its assets to reduce debt. Bluewater is looking for investors to keep its projects moving.

"They're just reapproaching all of the other players out there, hat in hand," said Brian Yerger, chief executive of Aerca Advisors, a consulting company focusing on renewable energy. "There are a lot of balls in the air."

Hundreds of large and small wind farms have been built on U.S. land, but that sector also is feeling financing frustrations. This week, oilman T. Boone Pickens backed off of his plans to build the world's largest wind farm in the Texas Panhandle, citing tight credit markets and lower natural gas prices.

Pickens could not find financing to pay for the transmission lines that would hook up his wind farm to the Texas grid. Offshore developers face a similar problem. They need to find customers to buy their power and must do so before they can get financing to build. They must also navigate an untested federal permit process that was scheduled to take effect late last month, putting projects many years away from completion. Construction on even the most promising projects in Rhode Island, along with those in Delaware and New Jersey, won't begin for at least four years.

"I guess I would say there's a lot of uncertainty out there in the industry," said Matthew Kaplan, a senior wind analyst at Emerging Energy Research.

Ed Feo, a partner specializing in renewable energy projects at law firm Milbank, Tweed, Hadley & McLoy, said the fact that offshore developers are entering uncharted waters inevitably increases the level of uncertainty.

"This is relatively high on the difficulty scale," said Feo, who said he is working with a pair of companies developing offshore wind projects. "Five years from now, it will be a lot easier. But right now, every issue requires a lot of thought and discussion. There's just not a policy manual to pull off the shelf."

Yet there have been strong signals of support from Washington. In April, the Interior Department broke through a regulatory logjam and issued rules governing how to gain federal approval to build wind farms offshore. The stimulus plan included a cash grant program and federal loan guarantees meant to spur

investment in renewable energy projects. The Treasury said Thursday that it expects to hand out \$3 billion in direct payments.

Additionally, federal legislation making its way through Congress would cap greenhouse gas emissions and establish a nationwide renewable electricity standard, requiring utilities to meet a certain percentage of energy needs with renewable sources. Theoretically, that would make traditional sources of energy more expensive and open up markets for companies developing renewable energy projects, including offshore wind. Individual states already have similar measures in place mandating the use of renewable energy.

How that will ultimately speed offshore development is uncertain.

Fierce opposition has all but consumed a plan to build a wind farm in Nantucket Sound that was proposed in 2001 and has since become the subject of legal challenges and a multimillion-dollar lobbying campaign.

Cape Wind Associates is still awaiting federal approval to move forward with its \$1 billion-plus plan to build 130 turbines -- each as high as 440 feet from sea level -- six miles off Cape Cod, Mass. Renewed legal challenges, however, could further delay the project.

Kaplan said Cape Wind's troubles send bad signals to an industry attempting to grow out of infancy.

"That in itself makes investors cringe, when they see the first offshore wind project has taken this long and is still not over the hurdles," Kaplan said.

Other projects continue to inch forward in New Jersey and Rhode Island, some also dependent on critical negotiations to sell power.

As for Bluewater, President Peter Mandelstam said the company is moving forward and has identified interest among investors. Its two meteorological towers -- each costing \$6 million -- will be built by next summer, he said. Necessary data should be in hand by the end of 2011, at which time the company would be ready to secure more than \$2 billion needed to build its projects off Delaware and New Jersey. Under the company's current plans, construction would begin by the spring of 2013, and the windmills would be in the seabed sending power inland through undersea cables by that fall. Mandelstam said the company's financing situation should not delay progress.

"I've been in business long enough to understand that sometimes companies fail," Mandelstam said. "I'm not disappointed, it's simply business. One meets a new challenge, and one overcomes it. I've raised capital before, and I'm raising capital again."

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### **Wind Power Stalls – LA Times – 7/12/09**

*A number of factors have combined to make wind farms less attractive.*

A year ago the Oracle of Oil, T. Boone Pickens, reinvented himself as the Wizard of Wind, launching a \$58-million ad campaign to boost alternative energy and vowing to spend \$10 billion to build the world's largest wind farm in the Texas Panhandle. It was a startling move from a staunch conservative who had made a fortune in the Texas oil fields, raising hopes that both ends of the political spectrum were coming around to the same point of view about weaning the country from its reliance on oil.

And then, last week, the Pickens plan foundered. Pickens announced that he was scrapping the wind farm. It's too late to take back the \$2 billion worth of wind turbines he has already ordered, so instead he has decided to place them in smaller projects around the country.

Pickens isn't the only renewable-energy entrepreneur facing troubles. Wind projects have been increasing sharply in recent years, rising last year by 8,545 megawatts of installed capacity nationally, according to the American Wind Energy Assn. But the trade group expects to see the first decline in new capacity since 2004 this year, projecting that only about 5,000 megawatts will be developed. That's a statistic that should depress both liberals who look to clean power as a solution to climate change and conservatives who want to reduce U.S. dependence on foreign oil.

So what's going wrong? The recession and the discovery of new supplies have depressed natural gas prices, making gas-fired power plants more economically competitive than renewable energy. Another consequence of the recession is that lenders that were once eager to put up the money for renewable-energy projects have pulled back. And the expense and difficulty of building transmission lines from remote wind farms to urban centers is forcing many, including Pickens, to drop ambitious projects in favor of smaller ones in places where transmission lines already exist.

The Obama administration helped improve matters last week when it announced that it would soon accept applications for \$3 billion in renewable-energy grants approved as part of the economic stimulus package. But Congress could do far more, starting with setting a strong renewable-power standard as part of climate-change legislation being considered in the Senate. That bill also should include provisions that would ease construction of high-voltage transmission lines by first identifying high-priority corridors, then giving federal regulators full authority over siting lines in those areas.

State officials would grumble about that, but the federal government already has similar authority over the siting of natural-gas pipelines, and access to renewable power should be considered at least as high a national priority as access to natural gas.

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### **Widespread NGV Adoption Tied to Incentives, Study Finds – *Natural Gas Intelligence* – 7/13/09**

More local and state governments and businesses are adding natural gas vehicles (NGV) to their fleets, thanks to financial incentives adopted by municipal planning or air quality agencies, according to a study conducted by Emisstar LLC and commissioned by NGV America, which promotes vehicles powered by natural gas or hydrogen.

Emisstar Principal Glenn Goldstein said, "Our aim with this study was to analyze existing incentive-based emissions reduction approaches nationwide, and to recommend how a regional NGV financial incentive program could be developed and implemented in the New York area."

NGV America noted that regional and local governments and private fleets operating in the New York metropolitan area are facing mounting pressures to address harmful air contaminants and greenhouse gas emissions, especially those from mobile sources such as diesel-powered trucks, transit buses, utility/contractor and delivery vehicles.

"Municipalities and agencies throughout the New York region are working hard to comply with evolving emissions reduction mandates and are actively seeking ways to cost-effectively replace their aging diesel vehicle fleets with alternative-fueled models," said NGV America President Rich Kolodziej.

Kolodziej cited the New York townships of Smithtown and Brookhaven as examples of local municipalities that have implemented a 100% natural gas fuel standard for their contracted refuse hauling fleets, in cooperation with project partners Clean Energy Fuels Corp. and National Grid. "In both cases, financial grants, subsidies and rebates for natural gas vehicle purchases were major factors in the success of the towns' fleet emission reduction efforts," he said.

The acceptance of NGVs as a clean alternative for transportation has grown over the last year. Last summer T. Boone Pickens unveiled an energy plan that he said could reduce America's dependence on

foreign oil by more than one-third within 10 years by shifting the national energy mix toward domestic renewable sources and using more natural gas as a transportation fuel (see NGI, July 14, 2008).

This past spring House Reps. Dan Boren (D-OK), John Larson (D-CT) and John Sullivan (R-OK) introduced bipartisan legislation (HR 1835) that would expand and extend tax incentives promoting the use of natural gas as a transportation fuel (see NGI, April 6). The legislation would extend for 18 years three existing tax credits for natural gas used as a vehicle fuel; the purchase of NGVs; and property credit for NGV refueling stations. The tax credits, which have been in place since 2006, are scheduled to expire late this year or at the end of 2010.

Last week bipartisan legislation was offered in the Senate that seeks to extend and expand federal tax credits for NGVs and refueling infrastructure (see related story).

The credits, which would be extended by 10 years, would equal as much as 80% of the additional cost of an NGV over a conventional gasoline-fueled vehicle, and would be capped at \$12,500 for passenger cars and light trucks and at up to \$64,000 for heavier-duty vehicles.

And for the first time, the bill would make all bi-fuel vehicles, which use natural gas, eligible for a tax credit equal to 50% of the additional cost over that of a conventional vehicle. It also increases the refueling property tax credit to \$100,000 from \$50,000 per station.

Emisstar's report found there is a large, currently unsatisfied demand for alternative-fueled vehicles in the New York region. "Addressing this \$90 million backlog by replacing diesel vehicles with NGVs would dramatically curtail harmful emissions. With this approach, we estimate that total reduction of air contaminants would approach 6,000 tons annually," Emisstar said.

The Emisstar report suggests a specific framework for a regional natural gas program that would offer incentives for the replacement of Class 6 through Class 8 diesel-fueled vehicles with new vehicles powered by natural gas. The report provides detailed recommendations regarding administrative processes and program criteria including vehicle eligibility, scrapping requirements, funding sources and thresholds based on emissions reduced. The recommendations were based upon interviews of stakeholders in the public and private sector, as well as an analysis of existing emission reduction incentive programs, including the Texas Emissions Reduction Plan and California's Carl Moyer Air Quality Standards Attainment Program.

"The study results demonstrate the feasibility of implementing a voluntary natural gas vehicle incentive program that is attractive to business and public interest alike," Goldstein said.

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### **NGV Tax Credits Eyed for Expansion – *Natural Gas Intelligence* – 7/13/09**

Bipartisan legislation was offered in the Senate last Wednesday that seeks to extend and expand federal tax credits for natural gas vehicles (NGV) and refueling infrastructure.

The credits, which would be extended by 10 years, would equal as much as 80% of the additional cost of an NGV over a conventional gasoline-fueled vehicle, and would be capped at \$12,500 for passenger cars and light trucks and at up to \$64,000 for heavier-duty vehicles.

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On the manufacturing side, the Senate measure would allow the entire cost of a NGV plant that is placed in service before Jan. 1, 2015 to be expensed and treated as a deduction in the taxable year in which the facility was placed in service.

Congress first made NGVs eligible for tax credits in the Energy Policy Act of 2005. Under that bill, tax credits equaling 80% of the incremental cost for NGVs ranged from \$4,000 to \$32,000. The existing tax credits expire either at the end of the current year or at year-end 2010.

Other measures seeking to increase the tax credits for NGVs have been offered in the House and Senate this year.

"By making it easier and cheaper to own a vehicle that runs on natural gas, we can help families save money on energy, create new manufacturing jobs and clean our air," said Sen. Robert Menendez (D-NJ), who introduced the bill along with co-sponsors Senate Majority Leader Harry Reid (D-NV) and Sen. Orrin Hatch (R-UT).

"Each day our nation consumes about 21 million bbl of oil -- more than 25% of the world's oil supply. Nearly 70% is imported from outside our borders. With only 3% of the world's oil reserves, we cannot produce our way to a safe and secure energy future," Reid said. "I'm proud to join...in introducing legislation that will help encourage the development of natural gas vehicles."

T. Boone Pickens, a proponent of NGVs, was on hand for the legislation's unveiling. "This bill will accelerate the use of natural gas in vehicles and is the only way I know to quickly and effectively reduce our dependence on foreign oil," Pickens said.

The independent oil billionaire declared last Wednesday "Energy Independence Day," which marked the one year anniversary of the launch of the Pickens Plan (see NGI, July 14, 2008). He said the energy plan could reduce America's dependence on foreign oil by more than one-third within 10 years by shifting the national energy mix toward domestic renewable sources and using more natural gas as a transportation fuel.

Also last Wednesday Colorado Gov. Bill Ritter said his state was seeking \$10 million in federal money to expand the use of NGVs in industries such as waste disposal and public transit (see related story).

More local and state governments and businesses are adding NGVs to their fleets, thanks to financial incentives adopted by municipal planning or air quality agencies, according to a study conducted by Emisstar LLC and commissioned by NGV America, which promotes vehicles powered by natural gas or hydrogen.

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### **Lawrence Solomon: Fill Up With Subsidies – *Financial Post* – 7/11/09**

*Billionaire energy tycoon T. Boone Pickens has a two-step plan to cash in on climate change. Today: Step one*

By Lawrence Solomon

'A fool with a plan can outsmart a genius with no plan,' says T. Boone Pickens, the billionaire energy tycoon. Pickens has a plan but he's no fool. And those he seeks to outsmart — government officials — are no geniuses. The consequences for the rest of us can be profound, especially when the plan at issue is a colossus of epic proportions.

The Pickens Plan, touted by him to save the United States from calamity, has two wildly ambitious steps. Step one: The United States should construct a mammoth north-south electricity transmission corridor from Texas through the Great Plains states to Canada. Windmills in Texas and throughout the corridor would then generate electricity, displacing the natural gas now used to generate electricity. Step two: The United States and Canada should run trucks and automobiles on the natural gas that has been saved, displacing gasoline.

Pickens' two-step has great appeal to those on the left side of the political spectrum because, as he argues, his plan would slash greenhouse-gas emissions. And it has great appeal to those on the right because, as he also argues, his plan will reduce America's dependence on oil imported from enemy countries. The other great appeal in the Pickens Plan, rarely mentioned, is to Pickens personally.

Among other wind schemes, Pickens planned a 400,000-acre wind farm in the Texas Panhandle, the world's largest by far. And Pickens, long one of America's major natural-gas developers, has now made one of the biggest bets of his career on his Clean Energy Fuels Corporation, which builds natural-gas fuelling stations for vehicles.

Men without imagination consider the Pickens Plan to be wildly implausible. For starters, what are the odds of converting cars to natural gas cars when gasoline dominates and electric vehicles are in fashion? With the exception of Honda and its Civic GX, pictured below, no major automaker manufactures a natural-gas car, and even if some did, these cars couldn't get refuelled — vanishingly few gas stations offer fill-ups of natural gas. There are also performance reasons to shy away from natural-gas vehicles — they require larger gas tanks, robbing cars of half their trunk space; even with a larger tank, they require fill-ups almost twice as often; and they can explode. Little wonder that fewer than one-tenth of 1% of the 250 million vehicles on the road run on natural gas.

Pickens does not lack for imagination. He imagined that natural-gas vehicles at half the cost of the \$25,000 Honda Civic GX would spark demand. To turn fantasy to reality, Pickens approached those ablest to get the job done — not the top designers and engineers at Honda and other manufacturers but the top U.S. lawmakers. This week Senate Majority Leader Harry Reid of Nevada, Senator Robert Menendez of New Jersey, Orrin Hatch of Utah, joined by Pickens himself, announced legislation to lower the cost of driving a natural gas vehicle.

The legislation would cover up to \$12,500 for passenger cars and light trucks and \$64,000 for heavier vehicles. Even better, this bill doesn't stop at halving the cost of buying a natural gas vehicle. It also lowers the cost of buying natural gas for vehicular use. And it expands and extends tax incentives for the installation of Pickens-style refuelling stations — builders of natural-gas refuelling stations will be able to receive up to \$100,000 per station.

All this and more — coupled with similar legislation recently introduced in the House of Representatives — is a great improvement on previous subsidies that the U.S. government passed in 2005 to help secure Pickens' vision of a sound energy policy for America.

Pickens personifies the never-say-die American entrepreneurial genius in working the political system. Just months earlier, in November 2008, Pickens and his Clean Energy Fuels Corporation had suffered a disappointing setback when California voters rejected Proposition 10, a referendum that his firm helped write, and then backed through a multi-million dollar campaign contribution. Had it succeeded, Prop 10 would have provided close to \$10-billion in alternative-energy rebates and incentives, almost all of it to the exclusive benefit of Pickens' company. No quitter, Pickens immediately turned his lobbying talents to the U.S. Congress. "If you're on the right side of the issue, just keep driving until you hear glass breaking. Don't quit," he likes to say

Step two in Pickens plan — creating the infrastructure for natural-gas vehicles — now seems well in hand. Step one — his bid to make the wind blow for him — is next on his agenda. Count on him to again work the system and to employ once more a principle that has stood him in good stead over one of the most storied careers in U.S. corporate history: "Make sure as many people as possible have a stake in the game."

By enabling Republican and Democratic lawmakers in their energy independence and global warming causes, he gives them a stake in a game he has every intention of winning.

Lawrence Solomon is executive director of Energy Probe and Urban Renaissance Institute and author of *The Deniers: The world-renowned scientists who stood up against global warming hysteria, political persecution, and fraud.* [lawrencesolomon@nextcity.com](mailto:lawrencesolomon@nextcity.com)

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## **PRINT COVERAGE**

### **Pickens Turning Attention to Natural Gas – *United Press International – 7/13/09***

WASHINGTON, July 13 (UPI) -- T. Boone's Pickens, whose ambitious Texas wind farm plan ran into distribution problems, is turning to natural gas in his attempt to lessen U.S. dependence on foreign oil.

Two years ago Pickens, a Texan who became a billionaire in the oil business and now runs the BP Capital Management hedge fund, announced that he planned to erect the largest wind farm in the world in the Texas Panhandle.

He foresaw a farm of more than 400,000 acres on land that is constantly buffeted by stiff winds. Turbines 400 feet tall would dot the landscape and generate 4,000 megawatts of electricity. The project carried a \$12 billion price tag.

"We've got more wind than anybody else in the world, just like they have more oil," Pickens told ABC News at the time. "I think that's the future of this country."

The plan was to reduce the need for the United States to import oil from countries "that really are not friendly to us."

Pickens spent \$60 million advertizing his wind farm scheme, but the plan has been postponed because the proposed site is too far from transmission lines and tight credit during the recession has led to delays in financing.

Pickens told NPR's "All Things Considered" that he expected funding to be more available by 2011 and transmission systems would be ready by 2013.

Until then, Pickens is looking for natural gas to reduced oil usage. Pickens was on Capitol Hill last Wednesday posing with a posse of members of Congress who support the NAT GAS Act. That measure would extend the alternative fuel credits for natural gas used as a vehicle fuel and expands the number of vehicles eligible for tax credits for using natural gas.

It would also require that by 2015, 50 percent of vehicles placed in service by the federal government be capable of running on compressed or liquefied natural gas. If the bill is enacted, the tax credit for passenger cars and light trucks that use natural gas would be \$12,500. The current credit, which expires next year, is \$5,000.

The U.S. Environmental Protection Agency said vehicles operating on natural gas cut toxic emissions by more than 90 percent, and natural gas has the ability to displace all of the petroleum used by heavy-duty vehicles. More to Pickens' point, 98 percent of the natural gas used in the United States originates in North America.

He said the recent drop in oil prices -- it is less than half the record \$147 a barrel of a year ago -- may have made the drive for alternative fuels less vital to many people, but the overarching problem of oil importation remains.

"The price is cheaper so the pain is less but the security issue is still No. 1," Pickens told "All Things Considered."

As to natural gas, Pickens said: "It's cheaper. It's cleaner by 50 percent than oil and it's available to us."

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### **Government Picks Up the Pace – *Fleets & Fuels – 7/13/09***

The federal government (states are active too) is picking up the pace in its promotion of alternative fuels and the U.S. EPA approved, at long last, California's far-reaching greenhouse gas reduction program.

Senate Majority Leader Harry Reid is among the backers of the proposed NAT GAS Act to extend and increase tax credits for natural gas vehicles and NGV fueling. Other senators, and Boone Pickens, were on hand as the bill was introduced. NAT GAS "does more to reduce our foreign oil dependency crisis than any other piece of legislation in the past 40 years," Pickens said.

"As I have said many times before and will continue to say, natural gas is cleaner, cheaper, it's abundant and it's American. This bill will accelerate the use of natural gas in vehicles." Among NAT GAS provisions, all dedicated NGVs would be eligible for a tax credit of 80% of their incremental cost, and bi-fuel vehicles for 50%. The fueling property tax credit would be increased from \$50,000 to \$100,000 per station, and there are specific provisions to allow governments to take advantage of the tax provisions through leasing and related arrangements.

Other new legislation includes the Fueling America Act, in the Senate, which boosts both NGVs and propane; an NGV research bill (passed by the House) providing the department of Energy with \$150 million for five years of engine-emphasizing demonstrations, and the American Clean Energy and Security Act, with provisions favoring NGVs.

Legislation enacted in Texas directs state government fleets to purchase alt fuel vehicles, and according to NGVAmerica, "ensure that 50% of their fleet vehicles use alternative fuels by September 2010" (small fleets and emergency vehicles are among the exemptions). A separate new state law will boost spending on fleets under TERP, the Texas Emission Reduction Program.

The U.S. EPA's decision to approve a waiver for California's GHG efforts is an "exciting step for our growing clean energy economy, the jobs it will create and the air quality improvements it will foster," said Coalition for Clean Air president and CEO Alberto Mendoza. The waiver allows 13 other states to follow California's lead.

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### **Louisiana Oil & Gas: Making a Case for Natural Gas-Powered Vehicles – *The Advertiser* – 7/12/09**

By Don Briggs

The stage is set for the transformation from an oil-supplied transportation system to a natural gas-supplied transportation system.

A year ago, T. Boone Pickens went on the world stage using his own money campaigning for the "Pickens Plan." Part of the Pickens Plan was the use of compressed natural gas-powered vehicles to wean the U.S. off the ever-growing imports of foreign oil, which has grown to 70 percent of U.S. consumption at a cost of \$400 billion annually.

For decades every U.S. president has been warned of the national security risk of growing oil imports, all the way back to President Harry Truman when imports were at 20 percent.

The Energy Information Administration projects continued growth in U.S. oil demand and imports. In another 10 years, we could easily be importing 75 percent of our demand at an even greater cost. However, this does not have to happen.

The U.S. has an abundance of natural gas. Last month the Potential Gas Committee, a natural gas think tank, released a report estimating gas resources in the U.S. have surged by 35 percent because of new technologies that have unlocked domestic supplies of the clean burning fuel.

The Potential Gas Committee estimated gas reserves rose to 2.07 quadrillion cubic feet in 2008. The report confirms the Department of Energy estimates of a 100-year supply of natural gas.

It only makes sense that natural gas is the fuel of the future, or should I say, the immediate future.

98 percent of the natural gas used in the United States is produced in North America.

The cost of CNG averages up to 40 percent less than an equivalent gallon of gasoline.

American natural gas producers control ALL of our needed reserves for natural gas compared to the U.S. control of 4 percent of the world oil reserves.

CNG is by far the environmental answer for America; natural gas vehicles show an average reduction in ozone-forming emissions of 80 percent compared to gasoline vehicles.

Louisiana is doing its part, not only as a major producer of natural gas but providing incentives for consumers and industry to convert to CNG vehicles. This past week, Gov. Bobby Jindal signed House Bill 110. HB110 increases the existing income tax credit from 20 percent to 50 percent for purchase of qualified clean burning motor vehicle fuel property; includes equipment installed on a motor vehicle; includes property directly related to the delivery of an alternative fuel. The legislation was authored by state Rep. Jane Smith and state Sen. Nick Gautreaux and strongly supported by industries throughout the state.

CNG fueling stations will soon become more readily available as will CNG vehicles for purchase.

Don Briggs is president of the Louisiana Oil and Gas Association. His column appears twice a month.

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### **Mill Ticket: System Upgrades Key to Wind Power Growth – *The Oklahoman* – 7/13/09**

Plans for the world's largest wind farm have been blown off the road for now, raising more questions about how quickly the nation can expect to reduce dependence on fossil fuels through the use of alternative power.

Oklahoma may actually benefit from Boone Pickens' announcement that his \$12 billion Texas Panhandle wind farm won't be built after all. Pickens had ordered \$2 billion worth of wind turbines; they have to go somewhere — probably as part of less ambitious projects in Texas, Oklahoma and other places where the wind steadily blows.

Pickens is an outspoken proponent of alternative energy and switching vehicle fuel from gasoline to compressed natural gas. He got much attention last year in announcing the Texas wind farm. Now he says Texas isn't ready for so many windmills because of shortcomings in the transmission system. That system is key to getting wind power from the mill to the grid.

Wind power still accounts for less than 3 percent of the nation's electricity. The figure is growing yearly, but the notion that wind can rapidly take the place of coal for generating electricity is like a tumbleweed hitting a fence.

Cancellation of the Texas project "doesn't mean that wind is dead," Pickens said, but the project was premature and the nation must improve the power grid for large-scale wind energy projects to make sense.

In other words, Pickens isn't shooting the breeze. He's just letting things blow in a different direction for a time.

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### **Clean Energy to Expand with \$74M Offering** – *Orange County Business Journal* – 7/13/09

By Dan Beighley

Seal Beach-based Clean Energy Fuels Corp. is looking to grow with nearly \$74 million raised from a stock offering.

The company builds fueling stations and sells natural gas to customers running fleets of cars and trucks.

The company is 40% owned by Texas billionaire T. Boone Pickens, who touts natural gas as a cleaner and cheaper alternative to gasoline and diesel.

The company plans to use the money to build fuel stations, an investment in biomethane plants, future acquisitions and general expenses.

The offering was a success, according to the company, with its mostly institutional investors wanting more stock than it was selling.

The company's shares initially dropped on the news, falling 10% on June 22, as investors feared a dilution of their stakes in Clean Energy.

The shares gained back all of that ground and were up about 30% for the year last week on a market value of \$400 million.

Clean Energy has about 185 stations across 13 states. Some 80 more stations are planned, with another 27 being built right now, according to Chief Executive Andrew Littlefair.

This time last year, the company had 40 stations in its backlog, Littlefair said.

Clean Energy foots the cost of the stations—which tend to run from \$1 million to \$3 million—and expects to make its investment back on fuel sales within four years.

The company looks for locations that are easy for its contracted clients. The contracts allow owners of natural gas fleets to use specific stations for about 10 years.

"We're not looking for people who will just put a nickel in," Littlefair said. "Volume is the key."

The company projects that its 2009 contract volume will grow about 25% compared to last year.

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### **Teague vs. Pearce Fight is a Clash of the Titans** – *The New Mexico Independent* – 7/10/09

By Heath Haussamen

This week's announcement that Republican Steve Pearce will try to retake his old U.S. House seat from Democrat Harry Teague sets up what is certain to be one of the most hotly contested and high-profile House races in the nation next year.

This is a seat Republicans think they shouldn't have lost in 2008 after holding it for 28 years. It's a district John McCain won. So Republicans will pump a great deal of money into trying to take it back.

Democrats know they're going to have to fight tooth and nail to keep the conservative district represented by a Democrat. They clearly have every intention of doing that.

The race pits two oilmen from Hobbs against each other in a district in which the oil and gas industry is king. Before running for the seat last year, Teague was long a supporter of Pearce — giving \$1,000 to Pearce's campaign in 2004 and \$2,100 in 2006 (he also gave money to Pearce's Democratic opponent in 2006). Pearce and Teague used to be friends, and Pearce's family is close to the family of Teague's wife.

But don't let that lead you to believe the two candidates are all that similar. According to CQ Politics, Teague has voted with Democrats in the House 87 percent of the time, including his vote in favor of the massive stimulus bill. Pearce, during his time in Congress, voted over and over against funding bills, becoming a favorite of the libertarian wing of his party.

The race should be close. Teague is the incumbent, having defeated Republican Ed Tinsley by almost 12 points last year. But Pearce voluntarily gave up the seat for an unsuccessful run for U.S. Senate in 2008 after easily winning re-election in 2004 and 2006.

This is as much a clash of the titans as you can have in politics. And it will be nasty, regardless of the past history between the two candidates.

Either candidate can win.

An energy debate

While government spending will be an issue in the race, the primary debate will be over energy. We're 16 months away from Election Day 2010, and the National Republican Congressional Committee has already come out with radio ads and robocalls attacking Teague for his recent vote in favor of a controversial cap-and-trade energy bill.

Around the district, Teague has faced crowds of angry constituents because many believe the legislation, if enacted, will harm southern New Mexico's economy.

Even before Pearce entered the race, he and the state GOP attacked Teague in a news release, stating that he is "Voting like a San Francisco Liberal." And when Pearce announced his candidacy, he cited as his motivation Teague's votes on the cap-and-trade and stimulus bills.

"For the past half year, I have stood by and hoped for the best for our state and country. I had hoped Harry Teague would look out for the hard working people of New Mexico," Pearce said. "Sadly, while I hoped for the best, Harry Teague embraced a reckless set of policies that directly jeopardize our economy and threatens future generations."

Democrats have responded in force. The state Democratic Party sent an e-mail linking to a video in which a veterans group thanked Teague for voting for the cap-and-trade bill. State party Chairman Brian Colón attacked Pearce as "nothing more than a return to the failed policies of the last two terms of the Bush administration."

The Democratic Congressional Campaign Committee put out a news release about Pearce's "legacy" of "rising debt and limitless hypocrisy." And Teague trotted out T. Boone Pickens, a Texas oilman who is pushing alternative energy. Pickens lauded Teague as an "energy independence crusader."

It's going to be a wild ride

This is the level of attention the Albuquerque-area 1st Congressional District race usually receives. So far, it appears Democrats and Republicans in Washington instead have their sights set on the southern New Mexico district.

"You can be sure that the NRCC will be paying very close attention to the race, and will be joined by conservative groups and disgruntled Democrats who are outraged by Teague's votes that are

consistently out of sync with the interests of New Mexico's 2nd district," Rebecca Mark, an online strategist for the NRCC, wrote in an e-mail.

Teague spent about \$1.5 million of his own money on the primary and general elections last year. The DCCC spent another \$1.2 million to help him defeat Tinsley. Pearce, by contrast, has personal wealth but has never spent it on a race. Will he this time? His chances may depend on his willingness to match Teague's spending.

Regardless, look for millions of dollars to be pumped into the Teague/Pearce race in the next 16 months by the national parties, other outside groups and at least by Teague. It's going to be a wild ride.

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### **Transfer of Power Key Cog in Project – *Arkansas Democrat Gazette* – 7/13/09**

By Amanda O'Toole

The transmission infrastructure already exists for a proposed wind farm in western Benton County, which means its Kansas-based developers shouldn't have a problem shipping energy generated there, according to the project's developer.

Last week, oil tycoon T. Boone Pickens ditched plans for a 687-turbine wind farm in Texas because there weren't enough transmission lines to get the power from the state's panhandle to potential buyers.

That won't be a problem if TradeWind Energy decides to build what it's calling the Honey Creek Wind Project, said Aaron Weigel, the project's developer.

"He was speculative in his transmission options and that came back to bite him," Weigel said of Pickens' plan to build and finance the transmission lines himself. The plan was crippled when the market crashed, Weigel said.

TradeWind looks at existing power lines when it considers where to build, he said.

The company is set to complete the first half of a two-year data study to determine whether the area has enough wind to make Honey Creek, near Maysville, viable.

Weigel had said in the past that preliminary results looked promising, and the company is considering other Arkansas locations to develop.

Transmission lines will be a concern as the country fills a demand for more renewable energy, said Peter Main, spokesman for Southwest Electric Power Co.

"One of the major challenges right now is to build enough transmission [lines] to get renewable energy from the places where it's generated," he said. "The best wind sources tend to be outside major population areas."

SWEPCO's parent company, American Electric Power, is a corporate sponsor of the Pickens Plan, which calls for the country to develop more renewable energy and reduce its dependence on foreign fuel. Main said the company's goals match up with the plan's call for more renewable energy and a need to invest in the country's transmission network.

"Bulk power is moving across these systems in ways they weren't designed for," he said of electric grids that were built around local communities. "There is a need for additional transmission capacity to move electricity from where it's generated and where it's needed."

The current system has constrained transmission lines, which means they're carrying less energy than is being produced, he said.

"Maybe a good comparison would be to a highway," Main said. "If that highway has two lanes, it can only carry so many cars. If you expand that highway to three lanes, then it can carry more cars.

"But if there are a lot of cars on that highway already and you need to put another 100 cars on that highway," the question is whether you have room for those extra cars.

The Arkansas Public Service Commission established an initiative last year to analyze the state's transmission lines to find troubled areas and identify lines that are constrained, said Paul Suskie, the commission's chairman.

"We want to make sure we have reliable, robust transmission systems so rate payers get low-rate generation," he said.

The commission also anticipates the federal government will mandate the state use of renewable energy and it wants to be prepared for any rules that may be put into place, he said.

One of the challenges in Arkansas is the fact that its transmission lines are monitored by two entities: the Southwest Power Pool and Entergy, Suskie said.

"For planning purposes, what's good for a utility in one planning authority has challenges being built in the other," he said.

He's not sure what an Arkansas transmission line overhaul would cost. It's part of what the commission is researching, he said.

The Southwest Power Pool, which monitors transmission lines in nine states including northern portions of Arkansas, is focusing on upgrading systems it oversees.

It has approved hundreds of millions of dollars worth of upgrade projects and new higher voltage lines that are set to be completed in the next several years, said Emily Pennel, the organization's communications manager.

Robust transmission systems with different sources of energy and efficient power lines are needed for reliability.

"It allows us to quickly access energy when situations change - if the wind dies down, a pole breaks, etc.," she said. "It's important to keep the lights on."

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**Energy: Let's Get Real** – *The Columbia Daily Tribune* – 7/12/09

By Henry J. Waters III

One good thing about our current economic crisis: It might bring a sense of reality to our expectations about renewable energy.

The best recent evidence is the decision by T. Boone Pickens to abandon plans for his monster wind farm in Texas, billed by the oil billionaire as a step in transforming the United States from dependence on oil and coal. With those billions he was able to make seemingly credible promises made more so by his \$2 billion order from GE for giant windmill turbines. Now he's looking for ways to get rid of them.

Even Pickens is not rich enough to chase the rainbow indefinitely.

Let's get it straight. Development and experimentation in alternative energy are fine so long as we don't develop unrealistic expectations about how far and fast it can go as serious replacement for existing energy sources.

At least Pickens had no government mandate behind his scheme. The same can't be said for laws being passed here and there mandating certain amounts of generation from nonviable sources, laws like those now on the books in Columbia and Missouri, where minimum percentages are required by certain dates.

In Columbia the early goals are small enough to be accommodated at additional cost to the electric utility. The only real argument for using specified amounts of wind power, for instance, is the hope our small effort will combine with similar initiatives everywhere to make the windmill industry viable. These efforts will help underwrite a bit of marginal wind power development, but the inherent shortcomings of this source will keep it from ever becoming a real alternative. As Pickens discovered, there is no good way to transmit power from this undependable source to distant points of consumption. Part of the time a wind farm generates excess power, and the rest of the time it generates nothing. When the wind is blowing, users nearby can use the power but agencies responsible for providing sustainable adequate supplies must build dependable standby generation capacity, regardless.

Because wind inherently is more expensive to generate, the only argument for it is environmental. The presence of wind electricity means generation from coal plants might be lessened. A better plan is to fully replace coal with nuclear generation.

Columbia also is studying how solar power might become a fundamental resource. The transmission problem is even more acute with this source. I think it's clear by now solar generation has useful applications only at points of consumption. A home or building owner might be able to heat water and help with interior heating in his or her own premises, but as an adjunct to central energy supplies, forget it.

One can hope the more we learn the limits of wishful thinking, the more realistic we will become. The credit crunch should open our eyes more quickly.

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### **Alaska Natural Gas Gets New Market Competition – Anchorage Daily News – 7/11/09**

By Elizabeth Bluemink

If there weren't already enough barriers to building a gas pipeline from Alaska's North Slope, the Lower 48 recently entered its biggest-ever natural gas boom.

Just as the prospects for the Alaska gas line seem to be growing brighter, new drilling techniques have unlocked vast pools of natural gas all over the Lower 48, from Texas to Pennsylvania. For now, demand isn't keeping up. Prices have swooned and drill rigs are idling.

Pundits, politicians and industry executives have been speculating for months about what bountiful, cheap gas in the Lower 48 means for the North Slope's gas.

Emphasis on the word speculating.

Analyzing the economic prospects of North Slope gas requires looking into a murky future that begins in 2018 -- the earliest year that an Alaska pipeline would be finished and North Slope gas could arrive in the market -- and projecting out 30 years beyond that.

"Anything could happen between now and then," said Gary Long, a petroleum engineer who analyzes gas reserves for the U.S. Energy Information Administration.

Skeptics -- including those who'd compete against Alaska's project -- have raised doubts about the multibillion-dollar project. Among them is T. Boone Pickens, the legendary Texas oilman, who recently said he thinks Alaska's gas line will be delayed 10 to 15 years because of giant shale-gas deposits now being exploited in Texas.

Pickens isn't exactly neutral: He's invested in the Texas gas.

The three major energy companies who hold leases to trillions of cubic feet of North Slope gas take a more optimistic view. Current conditions in the U.S. gas market aren't a factor in their decision-making, they say.

In the future, "We believe there will be a place for Alaska's gas," said David McDowell, a spokesman for BP and Conoco Phillips' Denali pipeline project.

As long as the costs of the pipeline project are kept under control, Alaska gas will be competitive with gas from other sources, according to Tony Palmer, a vice president for TransCanada Corp., a Canadian company vying with Denali to build the gas line. TransCanada was awarded a state license to develop the pipeline and recently entered into a partnership with Exxon Mobil, the North Slope's biggest gas lease holder.

## UPS, DOWNS OF GAS PRICES

The cold reality that dashed Alaska's gas pipeline dreams for decades was the low price of natural gas in Lower 48 markets.

Price is a key determinant of whether a gas line will be profitable in the future, and it's impossible to predict accurately. The best that anyone can do is plan a project that will remain profitable within a reasonable range of prices.

In a recent press conference, Palmer of TransCanada conceded that the price of gas in the Lower 48 has declined this year, but he invoked long-term forecasts that predict the price will rise again.

The major North Slope lease holders revived their interest in a gas-line project early this decade, when gas prices rose dramatically. They funded a \$100 million study in 2001 to analyze potential pipeline routes.

Later that year, gas prices dropped and the companies declared the project impractical. Yet the price decline was short-lived. Lower 48 natural gas prices spiked in 2005 and again last year. Prices have sunk this year as the national recession deepened, but still remained well above the historic range of the 1980s and 1990s.

Prices could drop even lower in the near future, warned Porter Bennett, of Bentek Energy, a Colorado-based energy consulting firm.

"The bottom line is right now that we are producing a lot more gas than we are consuming. Those trends are going to continue for several years at least," Bennett said.

But what about beyond that?

## THE LURE OF GAS

Federal forecasters and industry experts say natural gas prices will rise again, not just as a consequence of the easing of the global recession but also due to new trends in U.S. energy consumption and a shift to costlier production methods.

Right now, some politicians and energy companies view natural gas as an attractive, cleaner alternative to two fuel sources in heavy use in the Lower 48 now -- crude oil and coal -- which generate a larger amount of greenhouse gas emissions, linked to global warming.

The U.S. Energy Information Administration is projecting a 2.5 trillion cubic feet rise in annual demand for natural gas from 2009 to 2030. That leaves room for the roughly 1.6 trillion cubic feet a year an Alaska pipeline could supply, despite the new discoveries and production in the Lower 48.

The potential growth areas for gas in the Lower 48 are electricity generation, transportation and factories that convert natural gas into a liquid fuel, said Bennett and other oil and gas experts.

Such growth very much factors into the justifications provided by the Palin administration and by oil companies for the need for Alaska gas.

"We have this huge lead time in front of us. The demand is, in fact, going to be there," said Joe Balash, a Palin administration special assistant on oil and gas issues.

But Alaska gas will have to compete with other suppliers who are drilling so-called "unconventional" gas sources in the Lower 48, in shale and sand formations. Another potential competitor is liquified natural gas imports. The cost structure of developing and producing those two resources is different than a conventional gas project, but in the long term, the costs end up being comparable, the experts say.

For example, while shale gas is cheaper to develop in the short term, the costs to produce it increase over time. Drillers have to constantly poke deep holes in the ground to keep wells in production.

In the long run, the cost of developing Alaska's gas is comparable to the cost of developing shale gas or importing liquified gas, said David Hobbs, head of research for Cambridge Energy Research Associates, a global consulting firm that has advised both Exxon and the Alaska Legislature on energy issues in the past.

Also, Hobbs said, the energy giants are better positioned to tackle the expense of building Alaska gas line than they were eight years ago. Thanks to high oil prices, they have much stronger balance sheets, plus Congress gave them federal loan guarantees for the project. He said he wouldn't argue that Palin administration legislation has also "been a factor in sharpening focus on the gas line issue."

## GAS EVERYWHERE

Many factors still could derail Alaska's gas project or make it unprofitable.

Chronic low gas prices. Political infighting. Construction costs that spiral out of control. North Slope lease holders refusing to commit their gas to a pipeline because it seems too risky.

TransCanada's Palmer said at a recent press conference that the builder of a pipeline has to keep the cost of gas production as low as possible and maintain a tight construction schedule rather than waste time worrying about things it can't control.

"We think that Alaska gas can be very competitive if we can keep the (cost) of the gas down," he said.

One Alaska petroleum geologist said he's less worried about competition from shale gas than he was a few months ago.

The geologist, Dan Seamount of the Alaska Oil and Gas Conservation Commission, said he recently toured some massive natural gas fields in British Columbia with much bigger reserves than the North Slope has been calculated to hold.

"My first reaction was, 'You guys have just killed the Alaska pipeline,' " Seamount said.

But he said in recent weeks, he's looked at the issue a little deeper, realizing, for example, that shale gas projects in the Lower 48 face some hurdles that won't exist for a North Slope gas project. For example, activists in many Lower 48 communities have claimed that shale gas projects have contaminated their water supplies. Some Democrats in Congress this year have filed legislation to force shale gas projects to comply with stricter environmental rules.

No matter how much shale gas is considered recoverable, people who think it's as "easy as turning open a valve" are being overly optimistic, Seamount said. That being said, U.S. natural gas production rose by nearly 8 percent last year -- its biggest increase on record, according to a recent BP report on global energy.

Last month, a national committee of gas experts estimated that the country has a total gas resource base of 1.8 quadrillion cubic feet of known or probable gas resources -- a roughly 75-year supply if consumption doesn't grow. Alaska's portion of that is about 157 trillion cubic feet of gas -- a mere 11 percent, according to numbers provided the group, called the Potential Gas Committee.

"We've only begun to scratch the surface of this resource," said Mark Finley, general manager of global energy markets for BP America, during a visit to Anchorage last month.

He said it is hard to tell now how Alaska's gas line will stack up against other projects throughout the country, but he noted that natural gas has a bright future as the cleanest-burning of all fossil fuels.

"There's demand potential for sure," Finley said.

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### **Pickens' Troubles Also are Wind Industry's – *The Des Moines Register* – 7/12/09**

News that T. Boone Pickens has shelved plans for a giant Texas wind farm, in part because he doesn't have the transmission capacity, is a familiar problem in the wind industry.

Industry officials say transmission remains the chief impediment to significant expansion of the industry in the Midwest, and so far there's been little progress on the issue, according to a report by the American Wind Energy Association.

The association put out a report card on progress toward a goal of increasing wind's share of U.S. power generation to 20 percent by 2030. The worst grade - C-minus - was for transmission. The group said there has been "very little progress on reforming policies" for planning, approving and funding transmission projects.

The report hits Midwest Independent Transmission System Operator, saying the system is "moving backward" on the issue of cost allocation, "seriously harming prospects for wind development."

In Pickens' case, his company, Mesa Power, couldn't borrow \$2 billion needed for transmission lines, Pickens spokesman Jay Rosser told the Washington Post. "Now we're going to wait for the state to put the transmission (lines) in, which will invariably be slower than what we were planning," Rosser said.

— Philip Brasher

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### **Plan to Cancel Wind Farm No Big Surprise – *Kansas Farmer* – 7/10/09**

By Phyllis Jacobs

It sure didn't come as a surprise to me to hear that Texas oilman T. Boone Pickens has decided that maybe building the world's largest wind farm in the wilds of west Texas isn't such a great idea after all.

This week, the billionaire tycoon, who made front page headlines across the country and spent millions in TV air time to promote wind power as a alternative to imported oil, announced that he is backing out of the wind farm and has 687 giant wind turbines for sale.

It will be interesting to see what adding those turbines to the inventory does to construction start-up efforts in the Great Plains where Kansas Gov. Mark Parkinson still thinks the brightest hope for jobs is putting people to work building turbines.

But it sure is no surprise that Pickens' idealistic plan fell apart when confronted with the reality of a lack of transmission capacity and electrical infrastructure in "wind country." Those of us who live in wind country have been saying that for several years now.

It apparently also hit Pickens that building that infrastructure isn't going to be cheap. The price tag on the proposed line from Spearville to Wichita, for example, is about \$800 million. That's for 160 miles.

When you add that cost to the already steep cost of leasing land, building turbines, erecting towers, then building duplicate natural gas plants to run when the wind doesn't blow, blows too hard or changes direction too often, you begin to see what Pickens saw. Even an almost-bottomless pocket can't handle this pricetag.

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### **Conservation and the Economy — Part 3 – *Craig Daily Press* – 7/11/09**

Craig — Editor's note: Below is part three of a four-part series submitted by the Friends of Northwest Colorado. The remaining part will be published in a future edition of the Saturday Morning Press.

How do we get Vestas Wind or Namaste Solar to develop wind and solar in Northwest Colorado? How do we get our piece of the new green, energy economy pie?

In the last part of this four-part series about conservation and the economy, we raised the idea of Natural Dividends. Natural Dividends describe the dollar values that natural amenities, such as clean air, abundant water, protected land and healthy wildlife provide to our economy.

In this part of the series we focus on wind, water, solar hydro and geothermal resources that are being captured, harnessed and produced into renewable sources of energy that are driving the new green economy.

Data from the U.S. Geological Survey of Minerals consistently shows that if we were to extract every possible known source of oil and gas in the United States we might have 75 years of energy.

Production at that scale would decimate entire landscapes and forever change the heritage and life in Western U.S. communities. Moreover, even if we could access all of those sources, we simply do not have enough rigs, refineries or advanced technology to drill our way to energy independence.

We have to find other ways to meet our energy needs — ways that will not harm the health of our air, water, land and communities.

A number of conservation organizations in late 2008 formulated key principles for Balancing Renewable Energy Development and Land Conservation in a Warming World.

The plan identifies a national need to enact additional energy conservation measures, implement more efficient technologies, and obtain more energy from clean renewable sources.

The plan outlines how these steps could be taken in a way that also protects our environment and ensures that renewable development is truly sustainable.

The plan gives some very compelling economic reasons for green energy. Investments in transforming our energy infrastructure and training our work force will yield significant economic growth and job creation.

In fact, one study shows, on average, green investments create more than twice as many jobs per dollar invested than fossil fuel generation technologies.

Clean energy investments redirect money previously sent overseas or wasted on polluting fossil fuels development toward advanced technology, modern infrastructure and skilled labor.

Moreover, renewable energy development on private lands offers benefits to landowners through sale or lease of their lands, and local communities can enjoy the tax benefits of locating such projects on private lands.

Green energy is profitable.

T. Boone Pickens, an oil gazillionaire, put it simply when he recently told Ted Turner that he was looking at green energy not because he was an environmentalist, but because it makes good business sense. The Pickens plan has some major flaws, but the idea that “green” energy is good business is a sound idea.

“Green jobs” are growing nearly 2 1/2 times as fast as traditional jobs, finds a new study by Pew Charitable Trusts.

We’ve got wind and we’ve got sun — are we going to get companies interested in coming to Northwest Colorado to develop these resources?

Maybe.

Two key factors help commercial enterprises such as Vestas determine where to develop natural resources: the amount of resource potential and access to transmission infrastructure.

Just as with mineral resources, natural resources are found in varying concentrations or potentials. The Department of the Interior has directed several agencies to map the potential of wind, solar and geothermal resources across the country.

Our region has not mapped as high in potential nor do we have as cost-effective access to transmission as do other areas with higher potentials in the West. This means that until riper places are developed for renewable resources, our area is not as likely to see commercial-scale development of renewable resources. That’s the bad news.

Commercial-scale renewable energy might not be in our immediate future. However, we still have opportunities for our share of the new green renewable energy industry.

Renewable energy is required at different scales across the landscape. There are significant opportunities for smaller-scale projects, such as rooftop solar panels.

We are as ripe as many places for small-scale, dispersed renewable energy development. The engineering company CH2M Hill is now joining hands with the U.S. Department of Energy to provide Internet solar maps of 25 American cities, using Google Earth technology to chart the precise solar potential of neighborhoods, literally rooftop by rooftop.

To assist in building smart transmissions systems, Tri-State could take a lead in upgrading and expanding the electric grid in our area to reduce the 50 percent of electricity lost in old transmission systems and allow for connection to renewable energy sources as those come online.

Dispersed renewable energy mapping, along with 2009 State legislation (see pullout on page 12), will help innovative businesses in our region to get a piece of the green energy economy. If our local energy companies step forward to develop a smart grid, we could see solar, wind and geothermal as real options.

Biofuel development is another area in which we have seen some major regional developments.

Care must be taken when developing biofuels; they can be part of the solution to global warming — decreasing the carbon footprint of the fuels we use — or part of the problem — endangering ecosystems already threatened by climate change with inappropriate resource development.

However, with important safeguards, biofuels can help fight climate change and bolster local economies.

Four Colorado projects designed to convert wood waste to energy and energy feedstocks each received grants of \$250,000 through the American Reinvestment and Recovery Act, the U.S. Department of Agriculture announced last month.

The projects, in Grand, Fremont, El Paso and Boulder counties, are designed to convert wood collected during wildfire mitigation projects into energy — including wood derived from pine-beetle infested regions. The grants will help fund the innovative projects, including installation of woody biomass boilers and the processing of wood waste for a wood pellet facility.

“Wood-to-energy is a key component of our New Energy Economy, and these USDA grants reflect Colorado’s national leadership in advancing biofuels and renewable energy,” Gov. Bill Ritter said. “These funds provide a boost to innovative businesses developing this technology, and help restore and manage Colorado’s forests and natural resources.”

Soon home and business owners will have the information, the technology and the legal mechanisms to allow for individualized energy production. When individual people and small communities can produce their own energy; then we not only benefit the environment, we gain true energy independence.

If we are to profit from the New Energy Economy, our community leaders, elected officials and economic development committees should take a close look at incentives and laws that encourage small business, land owner and home owner development of small-scale energy production. They also should continue to encourage large energy industries to develop their renewable or clean technologies in our region.

Regional and state governments must continue to lead the charge to best shape this new green economy.

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### **The Congress: Off Again in La-La Land – *Hernando Today* – 7/11/09**

By John Reiniers

When a city or county wants to build a new library, high school, or widen a section of highway, the average person has an understanding of what government is trying to do. You may disagree, but it isn't rocket science.

Voters have been able to wrap their minds around many federal policies or programs as they were being rolled out for approval by the average voter. People understood and approved of President Eisenhower's Interstate Highway system. Gasoline taxes went into the Highway Trust Fund. Easy to understand. That's

how we paid for it. Social Security was a relatively simple concept - retire at 65 and collect full benefits. Even George Bush's idea about funding private accounts was understandable - agree with it or not. Medicare too wasn't beyond the ken of the average voter. Sign up for Medicare three months before your 65<sup>th</sup> birthday and you'll get it.

But now we get to cap and trade. When I first heard the phrase "cap and trade"- and bear with me - think of a baseball "cap" too, I thought the government was trying to resolve the restraint of trade issue inherent in professional baseball's reserve system. But no, it was all about the government limiting greenhouse gas emissions.

The proposed legislation (Waxman-Markey bill) - another idealistic European scheme - means the government will require a company to have an emission permit for all the carbon dioxide it releases into the atmosphere, with the goal being to reduce global warming. Well, no pun intended, but the whole thing stinks. It is reminiscent of the General Motors dealership shutdowns. If your dealership is in the district of a congressional rainmaker, you simply call him or her, and you'll get a pass. Deals will be made; political favors given. What started off as an auction of permits to pollute, has already been abandoned in favor of Congress just giving permits to favored corporations.

By setting a "cap" on fossil fuel use, the government is imposing rationing of oil, natural gas and coal on the U.S. Economy. On top of that, the more "efficient" companies - those who emit less than their "negotiated" allowance - can sell or "trade" their excess to those less fortunate. This became part of the bill that moved through the House of Representatives at breakneck speed and now faces scrutiny by the Senate.

The original idea would allow companies that emitted less pollutants to get credits they could sell, and thus a market would be created for permits. When Mother Jones, a leftist magazine named for a socialist labor organizer, gets it right, it's downright scary. They say "Banks like JP Morgan Chase ... have already created active carbon trading desks that deal in instruments connected to Europe's cap-and-trade system ..." The industry "has 130 lobbyists working on climate issues ..." A study by Duke university anticipates that "the derivatives trade will probably exceed the market for the allowances themselves." It goes on to cite a former Clinton Commerce Department official as saying, "We are on the verge of creating a new trillion-dollar market in financial assets that will be securitized, derivitized, and speculated by Wall Street like the mortgage-backed securities market."

Enron's Ken Lay was a big supporter of carbon cap and trade when it first surfaced in the 1990s saying, it could "do more to promote Enron's business than almost any other regulatory initiative." In fact the European Environment Agency says the "European experience ... shows the problem of cap and trade fraud." One must consider the possibility that this administration, as well as the last, and Clinton's before that, is being held captive by Wall Street. (Recall how the financial stimulus bill was steamrolled through Congress.) Cap and trade, just like the stimulus package, has nothing to do with partisan politics and everything to do with lobbying whichever party is in power. Wall Street has aligned itself with the environmentalists just as they did with Fannie Mae and Freddie Mac.

It will cost each of us a ton of bucks before it is all over. Even liberals estimate a conservative \$1,600 plus per family. Who can afford that? Over a year ago, my thoughts about cap and trade were expressed in Hernando Today in quoting Roy Innis, the chairman of the Congress of Racial Equality, who warned that Democrats were "slowly destroying the energy system we have, and we Democrats are promoting an expensive harmful illusory energy system that exists only in theory and environmental rhetoric ... We are harming our poorest families ... This must not and cannot continue." The United Nations Environment Program and the WTO just released a paper saying that "cap and trade legislation would be expected to have significantly harmful economic consequences, likely including a serious loss of international competitiveness."

The Washington Post editorialized last month: "Cap-and-Trade: All Cost, No Benefit;" likewise the Chicago Tribune wrote also in June: "Too Big, Too Fast." Whatever happened to the "drill here, drill now" rallying cry of just last year to allow the U.S. to cut back on oil imports, or the "all of the above" consensus

- both Democrats and conservatives - who said OK, let's ratchet up U.S. nuclear, oil, coal, and natural gas, as we press on for breakthroughs in wind, solar and other clean technologies. Let's do it all. After all, we are the Saudi Arabia of coal and natural gas! We have a 200-year supply of coal, and according to T. Boone Pickens, "We are swimming in natural gas."

Just what is Congress thinking? Have they forgotten our President's energy speech of Aug. 4, when, as a candidate, Obama waxed eloquently, "We'll find safer ways to use nuclear power ... invest in technology that will allow us to use more coal, America's most abundant energy source ... We can and should increase our domestic production of oil and natural gas."

China and India and other emerging nations, refuse to reduce carbon emissions. Every week to 10 days another coal-fired plant comes on line somewhere in China. They'll probably have clean coal before we do - if Democrats don't outlaw its use first.

John Reiniers, a regular columnist for Hernando Today, lives in Spring Hill.

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## **BLOG/ONLINE COVERAGE**

### **Bill Aims to Boost Natural Gas Vehicles – *The Green Car Website* – 7/12/09**

By Paul Lucas

Earlier this week, US lawmakers unveiled legislation introducing financial incentives for the use of vehicles fuelled by natural gas.

The bill, which was sponsored by Democratic Senator Robert Menendez, will extend tax credits for 10 years on buying vehicles that run on natural gas as well as installing natural gas refuelling stations.

Speaking at a Press conference Menendez highlighted the problems of 2008 as an indicator of the problems that wild fluctuations in oil prices can cause, as well as the obvious problems that pollutants from dirty fuels cause for the environment.

He stated that the recent economic downturn has "shined a spotlight on the urgent need for alternative, cleaner and cheaper sources of energy". Recent advances in technology have led to a boom in natural gas production in the United States and Republican Senator Orrin Hatch, who backed the legislation, said there were enough reserves to "significantly increase" the use of natural gas as a transportation fuel.

The bill is also expected to raise the tax credit caps for consumers who buy natural gas fuelled vehicles as well as providing tax breaks for manufacturers of these vehicles. It is expected that the bill will also provide grants for the development of light- and heavy-duty natural gas engines.

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### **Lower Oil Begets Lower Rig Counts... Again (BHI, USO, OIL) – *24/7 Wall St.* – 7/10/09**

By Jon C. Ogg

It looked for a moment as though the oil and gas rig counts were finally stabilizing. Prices had recovered sharply from lows and were challenging \$70.00. But as you can tell, this is all in the past tense. Baker Hughes Incorporated (NYSE: BHI) has released its newest data on rig counts. The United States Oil (NYSE: USO) ETF is down 1.3% at \$32.33 and the iPath S&P GSCI Crude Oil Total Return Index ETN (NYSE: OIL) is down 1.3% at \$21.15 as oil itself is down by \$075 to \$59.66 per barrel for NYMEX WTI Crude.

The end of month data was a bit mixed and perhaps a bit misleading because there had been a trend of stabilization. But the new count reflects the data as of July 9 as oil prices have slid further from last week:

U.S. Rig Count is down 12 from last week at 916; down 1,006 year over year.

Canadian Rig Count is up 13 from last week at 178; down 236 year over year.

The US Offshore rig count is 37, down 5 from last week; down 30 year over year.

For T. Boone Pickens to be right on his call for higher oil in 2009 to 2010, we'd think that oil rig activity would have to be higher. The problem with the logic is that this is a chicken versus egg conundrum. Rig counts grow when oil prices rise, and the rig count direction generally lags the movement in prices.

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### **BP Closes Alternative Energy Division – Motley Fool Blog – 7/10/09**

From the NPR story.

BP Alternative Energy is/was a set of research and investment into alternative energy fields such as solar, hydrogen fuel cells, biofuels, and carbon-capture and storage. From this site, it appears that they will be closing the solar and wind research, and moving mainly into biofuels (such as their biobutanol fuel).

The chief executive of the department is being forced into retirement.

At least they got some good publicity out of it for a couple of years, right?

This comes on the heels of T. Boone Pickens abandonment of his wind power venture earlier this week. The 81-year old capitalist was going to invest \$10 billion in a wind power venture in Pampa, Texas.

From a story back in November 2008:

"Friends, neighbors and partners, we'll do a first-class job," he continued. "I'd like to think I have credibility in this area."

He showed a deft touch on the whiteboard as he touched on the particulars of oil exploration, the cost of natural gas and the potential for wind power.

It wasn't hard for him to make his case.

"How many of you have heard me say Pampa will be the wind capital of the world?" asked Pickens, to a sea of nods. "You like that, don't you?"

Pickens, who owns a ranch not far from Pampa, struck the pose of a benevolent, super-rich uncle.

It appears that the problem was that he was trying to get the taxpayers to pay for the transmission lines and the state to give the land for these lines. When that fell through, he was sunk.

What's the story here? Same-old-same-old. When oil prices are high, there's a lot of fancy talk and publicity about investing in renewables, solar, biofuel, and more. There is public support for financing and grant aid, etc.

Then, as always happens, oil prices fall back to Earth. Either demand gets cut down due to a recession or the oil producers get threatened by alternative energy and flood the market with cheap oil to kill the growing industry.

This is why it is very tricky to invest in renewable energies- for a year or two, government aid and grants / high oil prices will lead to huge in flows of support and funding. Then, when elected officials change, priorities change, or oil prices fall - suddenly the funding will dry up. Projects will get canceled from governments or states, and alternative energy projects from the big Oil will silently disappear.

This situation isn't being helped by the Obama stimulus plan, which included money for alternative energy funding. Unfortunately it has been slow and confusing:

From the WSJ article:

Three new stimulus programs were hailed by analysts as likely to have the biggest effect in boosting renewable energy: a cash incentive from the U.S. Treasury for 30% of the cost of a renewable energy project, loan guarantees for renewable energy projects, and loan guarantees for renewable energy manufacturing.

None of these incentives has yet been defined with specific rules and none of the programs are yet accepting applications, though both the U.S. Treasury Department and the U.S. Department of Energy, which administers the loan-guarantee programs, promise to issue rules and open up to applications soon, possibly in July.

Until the stimulus funding plan gets worked out and in motion it will have a dampening effect on renewable investing, as no one knows what the rules will be in a couple of months.

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### **Pampa's Future Role in the Wind Industry – KFDA – 7/13/09**

It's been an up and down week for what's been dubbed as the next "Wind Capital of the World."

What was once a wide-eyed outlook for the wind industry in Gray and Roberts counties, has somewhat fizzled out.

But as doubt surrounds a proposed wind farm built by T. Boone Pickens, we looked into what the future is for Pampa.

It was May 27th of last year when the former Amarillo oilman was in Pampa telling a crowd how he intended to build the world's largest wind farm.

That day we asked him how he could build such a massive project.

"Is that a real question?" said Pickens, "If I tell someone I'm going to do something I'm going to do it."

Now pickens has scaled that vision back.

"They have told us they are not scrapping it but they are delaying it," said Clay Rice, the Executive Director of the Pampa Economic Development Corporation.

What was originally meant to be in operation by 2011, is now pushed back two years.

And the project now is about a quarter the size of its original goal of four thousand megawatts, or enough power for over two million homes.

Proof the project will move forward can only be confirmed by people who have leased their land to Mesa Power LP, Picken's wind energy company.

"For my client that means their leases would continue and they'll continue to receive their annual rent," said James Wester, an attorney for Underwood Law Firm.

Last year mesa power canceled about 100 leases.

And now some people in Pampa are wondering if this town can still become "The Wind Capital of the World."

For that to happen, and bring the economic benefit this town needs, many experts say that depends on the transmission lines the Public Utility Commission of Texas is funding.

"We will see a glut of activity to coincide with building wind farms and transmission lines all trying to occur at the same time," said Wester.

"We think that the growth is inevitable we just can't say specifically what year, what time. We do believe growth is inevitable," said Rice.

"It's just going to take a little bit longer than some of those folks originally thought," said A.J. Swope, the Executive Director of Class 4 Winds.

Last year Mesa Power released an economic report saying its proposed four thousand megawatt farm could employ at least 15 hundred people and mean millions if not billions of dollars of revenue for the surrounding area.

The experts we spoke with say with continued development by other companies, Pampa should still see that boom.

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### **Pickens Plan Misses The Mark, Expert Says – KOTV – 7/11/09**

By Dan Bewley, The News On 6

TULSA, OK -- T. Boone Pickens says the sagging economy is forcing him to put a main part of his "Pickens Plan" on hold. The Pickens Plan could have brought a large wind farm to the Texas panhandle. Now some analysts are wondering if wind power is all it's cracked up to be.

The Pampa, Texas wind farm would have been the largest in the world. Boone Pickens insists it hasn't been cancelled, simply postponed.

The Pickens Plan calls for using wind power as well as natural gas to replace our country's dependency on foreign oil. Supporters say it's important to do anything in order to achieve energy independence, but critics say the Plan was all talk and little substance.

Robert Bryce is one of those critics. He's an author and journalist focusing on energy related issues.

He calls Pickens a master promoter who has underestimated what it would take to for wind power to become a major supplier of energy.

For example, he says, wind power is unreliable simply because the wind doesn't always blow.

The problem is for the past year Pickens has sold the Americans a bill of goods, this idea that wind power is going to save America and that it's going to reduce foreign oil imports and so on, it's just flat not true," said author Robert Bryce.

Boone Pickens insists the wind farm is still in the works but it's no longer planned for Texas, instead he's looking at other states like Wisconsin or Nebraska.

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## **Smart Grid Investing – Seeking Alpha – 7/10/09**

By Hans Wagner

With the likely passage of the "Cap and Trade" bill, many investors are jumping on the renewable energy bandwagon. And why not. With the government about to mandate a cap-and-trade program that will drive up the cost of electricity, there are many new opportunities to capitalize on the flow of investment dollars from public and private sources. They also are looking for investment opportunities through stocks of smart grid companies.

This head long push into alternative power generation is causing investors to take a new look at the old electrical grid system. While there have been attempts to move to a market based power generation system, most of these efforts have failed to achieve their original goals. Moreover, the electricity transmission and distribution system remains much the same and is a big problem. For example, T. Boone Pickens has announced he is curtailing his plans to build the world's largest wind farm in West Texas. Part of the reason is the lack of adequate transmission lines to carry electricity from the remote wind sites to cities. This is where a smart grid investment program makes sense for investors.

### Investing in the Smart Grid

This old electrical grid system is designed to distribute power from consistent generation facilities that are close by. Building large wind farms in West Texas requires a way to move that power to urban areas that need it. Moreover, what happens if the wind stops blowing during the hottest days of the summer? Our current electrical grid system is ill suited to handle the variability of new sources of electrical power. Solving the transition to new power sources is only half the battle. After generating the power, you need to distribute it to where it is needed at the right time, in the right amounts and at a lower cost.

You can make an interesting comparison with the current electrical grid and communications network. If Alexander Graham Bell, the inventor of the telephone, were to come back today, he would not recognize the modern day communication system with digital based internet and wireless networks with their cell phones, Web 2.0, YouTube and Twitter. On the other hand, if Thomas Edison were to return, he would readily recognize our electrical transmission and distribution scheme, as he was one of the grid's earliest architects. While it has grown significantly, the basic design remains the same.

The Smart Grid is the conceptual answer to the vast changes needed to adapt the current electrical system to one that is more efficient, adaptable, and capable of handling the variability of the sources of power while helping customers use electricity more efficiently. Like the evolution of the internet and the dotcom boom and bust, this is a huge opportunity with many unknown risks.

### The Opportunity

According to Cisco, the smart grid offers major investment opportunities that are bigger than the internet for those prepared to take advantage of them. Jeff Immelt, CEO of GE believes the Smart Grid will be the biggest investment of the first half of the 21st century. President Obama is counting on investments by the government and companies in the smart grid to help the United States release it from its dependence on foreign oil.

According to a 2009 report by the American Society of Civil Engineers, \$2 trillion will need to be invested in our electric infrastructure by 2030. The Brattle Group estimates that it will take \$1.5 trillion to between

2010 and 2030 to pay for the upgrades necessary for the additional infrastructure for tomorrow's electrical system.

These investments will take place throughout the electrical grid, in the home, in buildings, on campuses, neighborhoods in cities and across continents. Already we are seeing a few of these improvements. Some homes have smart meters that track electricity use in detail, providing the information to utilities. Eventually, homeowners will be able to access this data so they can make adjustments in their power consumption. The cost of these meters is quite high and is passed on to consumers. The hope is that once consumers have access to the information on their electricity usage, they will take steps to cut their consumption of electricity offsetting the cost.

#### The Risks of Investing in the Smart Grid

This raises the question whether there is a cost-benefit trade off from many of the investments to achieve the goal of a smart grid. Many people equate the smart grid to the growth of the internet. Much like the investment that came with the growth of the internet, there were some that provided valuable benefits. Others never paid off. I suspect we will see many smart grid investments experience the same fate. For example, as reported by the WSJ on APRIL 27, 2009, the home smart meters cost \$250 to \$500 per installed device. At this price, it is not clear if the meters will provide sufficient benefit to cover their costs.

The parallel to investing in the internet is an interesting analogy. The big winners were able to attach themselves to the "killer application" that drove business to them. However, there were many losers who failed to achieve their promise. Finally, those who provide many of the components and installed the infrastructure did well, even if they were not big winners.

OK, what is the killer application of the smart grid? The best definition I found for a killer app comes from netreturn.com ;"A new good or service that establishes an entirely new category and by being first dominates it creating an enormous return on the initial investment". Some people believe the smart grid killer app will be the electric plug in car. Not sure, that meets the definition very well. Anyone remember the smart home? It has been trying to get off the ground for a number of years. This was another idea some put forward that has not received much success, as the payoff has been hard to generate.

#### Smart Grid Companies and Stocks

There is a number of start-up and established smart grid companies creating products for this market. Smart grid stock pure plays such as Comverge (COMV), RuggedCom (RCM.TO) and EnerNOC (ENOC) all became public in the second quarter of 2007. Some very large companies like GE, Honeywell, Cisco, and Google have smart grid offerings. Keep in mind, the size of their smart grid services is relatively small when compared to their total sales.

Companies that provide and install many of the components of a smart grid should offer good returns; much like the companies who sold picks and shovels to the miners. Stocks of smart grid companies like ABB Ltd (ABB), Siemens A.G., and GE are likely to benefit as electric utilities build the new infrastructure for the smart grid. One way to approach this market is through an ETF that holds stocks in a smart grid fund. The Cleantech Index CTIUS, created by The Cleantech Group LLC is the basis for exchange-traded funds (ETFs) that hold smart grid stocks in the PowerShares Cleantech Portfolio ETF (AMEX: PZD) and the KSM Cleantech ETF in Israel. The index includes large companies like ABB and Siemens as well as smaller firms like Vestas Wind systems (VWS.CO), Itron (ITRI), Trimble Navigation (TRMB) and RuggedCom (RCM.TO). These ETFs hold stocks of companies that focus on clean technology, not just smart grid companies.

Investing in smart grid stocks will offer exceptional opportunities. It will also create substantial losses for those who do not tread carefully. While it is tempting to bet on what will be the killer app for the smart grid, a more conservative strategy is to focus on the companies that can show real cost benefit from their products or services and who generate positive cash flow.

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## **Natural Gas Vehicles Gain Senate Backing, Price Expected to Increase – *TransWorldNews* – 7/10/09**

The Senate is reportedly backing a bill that will give encourage more natural gas vehicles, but could raise the price of natural gas.

T. Boone Pickens, the billionaire oil investor, has long supported the plan, but expects the bill to cause the price of natural gas to double. He estimated that prices would rise to about \$7 per thousand cubic feet, compared with prices that would translate into about \$3.46 per thousand cubic feet in recent trading.

Pickens has been promoting the plan for over a year, along with Chesapeake Energy Corp. (NYSE: CHK) Chief Executive Aubrey McClendon. The bill got some momentum in Congress when it became backed by Rahm Emanuel, the former Illinois lawmaker in the House of Representatives who now serves as chief of staff to U.S. President Barack Obama. Senate Majority Leader Harry Reid later supported the plan.

The Potential Gas Committee announced that the U.S. has 2,074 trillion cubic feet of natural gas still in the ground, which is nearly a century's worth of production at current rates. This number is up 35% from the previous estimate in 2007.

People are weary of the price doubling, but Pickens believes that despite the higher cost, it is still cost effective. Pickens estimated that the cost of refueling a natural-gas vehicle would still be cheaper than using conventional gasoline, as a thousand cubic feet of gas contains the same amount of energy as eight gallons of gas, which would cost between \$20 and \$24 at current prices.

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## **A Hole in the Cap – *Global Warming Examiner* – 7/10/09**

By John Ryden

The "American Clean Energy and Security Act" is the name of Cap and Trade legislation now being considered in the Senate whose goal is to reduce carbon emissions 17% by the year 2020. This is a bad bill that needs to be rejected by the Senate.

First, consider if this size of reduction is feasible. 17% over 10 years is a 1.7% reduction each year. Add to that an assumption that our economy continues to grow and we need another 1% increase in energy production each year for a total increase in our renewable energy output of 2.7% of total energy each year. Now consider that less than 2% of our total energy comes from renewable energy. So this would require us to produce new renewable energy resources each year equal to about 150% of what we produce now.

How are we doing on new renewable energy development? T. Boone Pickens recently announced a delay in his large wind farm project in Texas because he can't build the electric transmission lines to take his energy to large markets. Development of transmission lines from Wyoming to California are running into problems that could delay that project for years. The wind farm development off Cape Cod has been 8 years in planning and regulatory review and is still not built.

What makes anyone think we can increase our renewable energy supplies by 150% each of the next 10 years?

The Cap and Trade Bill takes this into consideration by allowing companies to exceed the cap by buying credits overseas. For example, a company could plant trees in Brazil and receive a credit to increase their emissions of carbon dioxide (CO<sub>2</sub>). Some European companies have bought credits in China by helping Chinese manufacturing companies make their manufacturing processes more energy efficient. This scheme does not reduce global emissions. It basically allows companies to create new credits over the cap by sending money overseas.

Democrats are calling the cap and trade legislation a way to drive a clean energy transformation that will create lots of new "green" jobs. How does sending money overseas to improve the energy efficiency of foreign economies create jobs in this country? It might create jobs in Brazil and China, but will likely cost us jobs in the United States. Businesses might also be able to sell emission credits in this country and move their production to a non-capped country. They essentially will be paid to move US jobs overseas.

When you sum this bill up, it really amounts to a large tax increase on American consumers, destroys American jobs, and rewards large multinational corporations. We should do something about carbon emissions like investing and building renewable energy supplies in this country. This Cap and Trade legislation is not the way to go about doing it.

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### **What!?! Bob Lutz back at GM! – Huffington Post – 7/11/09**

By Steve Parker

General Motors has come out of bankruptcy after a somewhat-biblical 40 days and nights of massive reorganization, as a new, smaller company more than 60% owned by the US government (that's US, as in "us").

Yet GM is stubbornly holding onto Buick and GMC, when the other two of the General's remaining "Core Four," Chevrolet and Cadillac, are all they really need and all that make sense.

It appears, though, that the vestiges of cars and trucks past aren't the only things GM is clinging to: Bob Lutz, 77, has "unretired" and will continue as GM's vice-chairman.

He will head the company's marketing, advertising and communications and have significant input on product design. In February, Lutz had said he would retire by year-end after eight years as GM's product development chief.

In an interview heard on All Things Considered on NPR Friday, Lutz told host Robert Siegel that, "We took our eyes off the ball in the '70s, '80s and early '90s," when it came to product quality.

Siegel naturally asked Lutz how the company might overcome more than 20 years of admittedly poor product and with a reputation and market share dropping almost by the minute, and all Lutz could offer was, "Well, none of us were here when that happened."

During the interview, he also managed to work in the usual litany of thinly-veiled anti-union rhetoric; "legacy costs" and the like.

The always-quotable and sometimes-acerbic Swiss-born Lutz, a favorite of reporters, has also been at Ford, BMW and Chrysler --- where he served as one of the top two executives along with Bob Eaton --- is an ex-Marine fighter pilot who collects cars ... and fighter jets.

He may be possibly the last remaining still-active genetic throwback to the revered and storied "GM General Manager," the men who ran the separate GM divisions as their own private car companies, battling the company's board of directors for every last penny for their pet projects -- and constantly fighting each other to be first with the best and the most. The top general manager usually became president of the company (except Chevrolet General Manager John Z. DeLorean, but that's another story).

But is Lutz right for this job, at this time?

With CEO Fritz Henderson fast-tracking right out of GM's bean-counting financial world, and the new chairman of the board, Edward Whiteacre, the former AT&T chief who admits, "I don't know much about cars ... but I can learn," who will stand-up for creating and producing world-class products?

I'd say Lutz ... if this were 1967 and gas was 30 cents a gallon.

In our current decade, Lutz shepherded to market the "new" Pontiac GTO and the Pontiac G8, both sales disasters because of their gas-guzzling engines. One could argue that, "Well, they were great cars but the price of oil just went crazy."

But that's the same excuse each of the Big Three have used far too often and for far too long. The GTO and G8 (and to some extent the Ford Flex with its big V6 and of course the Dodge Challenger and too many other Chrysler products) are only the latest examples of the short-sightedness and arrogance of Detroit executives.

Lutz is getting much of the credit for the Chevy Volt, an extended-range gas/electric hybrid which may hit the roads by early 2011. But its predicted near-\$40,000 price tag and limited availability already has some analysts shaking their heads, especially when Honda is selling their Insight, a small hybrid sedan, for under \$24,000, fully-equipped. And Ford's Fusion hybrid isn't much more.

Perhaps the White House and GM should have taken note of story which came out of Louisiana just a few weeks ago. At a former GM plant there, T. Boone Pickens is among the investors in an automotive venture called VVC. When the fledgling company announced their top staff members, their design chief was revealed to be Tom Matano, formerly Mazda's chief designer and the stylist who created the Mazda MX-5 Miata, the world's most-popular sports car. Matano understands small cars, small engines and knowing what the public-at-large wants.

Why doesn't GM shock the industry and wake-up the public by finding their own Tom Matano? Or does Detroit's "Not Invented Here" philosophy still rule the day for what used to be known as Generous Motors?

Is it possible for a 77-year old gentleman to essentially do a complete 180-degree turn from his life experience and philosophy? After all, among Lutz's major claims to fame are green-lighting the Dodge Viper and the Plymouth Prowler faux hot rod.

Can Bob Lutz get the religion necessary for the 21st century automotive world?

Maybe GM's new owners should step in at this point for some major and meaningful executive changes.

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## BROADCAST COVERAGE

### 1. Your \$\$\$\$ (Rebroadcast)

CNN (---) National

07/12/2009

03:00 PM - 04:00 PM

DMA: N/A

Spot Cost: \$4,802

Est. Audience: 507,037

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

[CC] 00:16:25 T. **Boone Pickens** is shelving his plans to build the largest **wind** farm ever. It was going to be in Pampa, Texas. It would use thousands of turbines to generate electricity. But he said transmission problems, meaning getting the electricity to where it needs to go and trouble getting capital have made the project unfeasible for now. **Pickens** talked up the **Pickens Plan**, you might remember, with television commercials like these and lobbying efforts. His goal was to wean the U.S. off of foreign **oil**. Move us over to **wind** and **natural gas** a little bit more so we use less **oil** for transportation. I spoke with T. **Boone Pickens** about his scaled-back plan for some of the turbines that are already ordered. We'll be right on

schedule. We may not build the **wind** farm in Pampa Texas, you may find it in Wisconsin or Nebraska or someplace else, but we'll be actively building a **wind** farm someplace with the turbines. My garage is not big enough to take all those turbines. I bet he's got a big garage. I really do, but I don't think it's big enough for all those. Yeah, this is a big bet that he made. He had a lot of money to make a bet and he made a big bet on **wind**. There were a lot of moving parts to this. It needed private investment and municipalities and states to participate in building the transmission lines and he said that wasn't happening fast enough in Texas. But he stuck with orders for a lot of these things. He's going to have to find some way out of it. 00:17:49

## 2. Your \$\$\$\$

CNN (---) National

07/11/2009

01:00 PM - 02:00 PM

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

DMA: N/A

Spot Cost: \$5,792

Est. Audience: 633,161

00:16:12 Farm: **Oil** billionaire **T. Boone Pickens** is reportedly shelving his plans to build a massive **wind** farm in TX. V; Demo, **Pickens. I; T. Boone Pickens**, Chairman, BP Capital Management, discusses the plan. 00:18:02

## 3. The Truckin' Bozo

Road Dog Trucking (Sirius XM) National

07/10/2009

05:00 PM - 06:00 PM

00:34:00 **T Boone Pickens** who was a proponent of **wind** power and alternative **fuels** ... he has thrown its support behind the new alternative transportation to give Americans solution ...which is ...Nat gas..introduced into the US Senate by Sen. Reid and Orin Hatch., Sen Robert Menedez...bill designed to promote natural gas.... 00:35:59

DMA: N/A

## 4. Fox 4 News At Nine

KDFW-TV CH 4 (FOX) Dallas/Fort Worth

07/11/2009

09:00 PM - 10:00 PM

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

DMA: 5

Spot Cost: \$4,198

Est. Audience: 143,827

[CC] 00:23:53 Welcome back. **Gas** price versus slipped two cents over just the past 24 hours. As of this morning, the **national** average of a gallon of regular is at \$2.54. In Texas, the average is quite a bit lower than that. \$2.39. Drivers in Dallas are paying on average \$2.37 And in Fort Worth \$2.34. Depending on where you are in the metroplex diesel is running at \$2.46 and \$2.49 a gallon. While the support for **natural gas** powered cars are going up. And getting a boost from some key players in Texas. Fox's Molly Hennedburg takes a look. Reporter: Chuck Hood bought his **natural gas** powered car eight months ago. It was a great investment and hedges against **gas** prices. Even when **gas** price where is up to \$5 a gallon the most I paid was probably \$2.80. Reporter: aside **T Boone Pickens** who has been pushing **natural gas** as a transportation **fuel** are introducing legislation to increase and extend tax credits for consumers who buy **natural gas** powered cars and companies that build and **fuel** them. There are approximately 10 million **natural gas** vehicles on the world's roads. But few of them are used here in the United States. We need an extra push to spur on the greater use of **natural gas** own to get more **natural gas** vehicles on our roads. **Natural gas** is 50% cleaner than diesel. It's cheaper. 00:25:22

## 5. Fox 5 News At Noon

WAGA-TV CH 5 (FOX) Atlanta

07/10/2009

12:00 PM - 01:00 PM

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

DMA: 8

Spot Cost: \$354

Est. Audience: 71,204

[CC] 00:51:06 New legislation in Washington and a push from powerful people could mean you'll soon start seeing more **natural gas**-powered cars on the roads. He bought his **natural gas**-powered car eight months ago and says it's been a great investment and hge against **gas** prices. Even when **gas** prices was \$5 a gallon, the most I ever paid at **fuel** sites was 2.80. **T. Boone Pickens** has been pushing **natural gas** as a transportation **fuel** are introducing legislation to increase and extend tax credits for consumers

who buy **natural gas**-powered cars. Companies that build and **fuel** -- the 10 million **natural gas** vehicles on the world's roads, few of them are used here in the United States. We need an extra push to spur on the greater use of **natural gas** and to get more **natural gas** vehicles on our ads. **Natural gas** is 50% than diesel. It's cheaper. It's ours. It's abundant. It hasn't exactly caught on yet. For one thing, there's only one model of **natural gas**-powered car, the Honda Civic GX, available to customers in the U.S. And initially only for sale in California and New York. Dan Marino, who runs a Honda dealership in California says there might be an issue with it **nationwide**. You have to live in an area to get **natural gas** at the pump fairly freely. In L.A., that's possible, in New York, it's possible, but other sections of the country it's not. > The Honda Civic GX costs \$25,000. Right now, consumers get a tax credit of \$5,000 if they buy it. The new legislation would more than double that credit. 00:52:43

#### 6. Clean Skies Sunday

WJLA-TV CH 7 (ABC) Washington, DC  
07/12/2009 09:30 AM - 10:00 AM

DMA: 9  
Spot Cost: \$349  
Est. Audience: 34,770

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

[CC] 00:12:24 Welcome back to "clean skies Sunday." several lawmakers unveiled new legislation this past week that would increase the use of **natural gas-fueled** vehicles. **T. Boone Pickens** joined Senators Robert Menendez of New Jersey and Orrin Hatch of Utah. They announced a bill they say would help wean the u. Off of foreign **oil** by providing financial incentives for vehicles **fueled by natural gas**. The bill expands tax breaks for buying vehicles that run on **natural gas**, for making the vehicles, and for building **natural gas** refueling stations. The legislators noted the newly discovered abundance of **natural gas** reserves in the U.S. Thanks to big advances in drilling technology, abundance they say can significantly increase the use of **natural gas** as a transportation **fuel**. I believe strongly that we need an extra push to spur on the greater use of **natural gas** and to get more **natural gas** vehicles on our roads. The good news is that over the last few years, with the help of new drilling technologies, have dramatically increased our **nation's natural gas** reserves. We have much more **natural gas** than we thought we did just a few years ago, and there is a sufficient supply to significantly increase the use of cleaner, greener **fuel** as a transportation **fuel**. Menendez said he may be able to attach bill to the senate's **energy** and climate change legislation now in the works. 00:14:27

#### 7. Fox 26 News At Nine

KRIV-TV CH 26 (FOX) Houston  
07/10/2009 09:00 PM - 10:00 PM

DMA: 10  
Spot Cost: \$3,216  
Est. Audience: 131,248

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

[CC] 00:45:28 **Natural gas** is getting a boost from some important people. Fox's molly takes a look. Fox's Molly takes a look. Californian Chuck Hood bought his **natural gas** powered car eight months ago and says it's been a great investment and hedge against high **gas** prices. His **natural gas** powered car eight months ago and says it's been a great investment and hedge against high **gas** prices. Even when **gas** prices were at \$5 a gallon, the most I ever paid was \$2.80. Even when **gas** prices were at \$5 a gallon, the most I ever paid was \$2.80. Two senators along **t**. Two senators along **t**. **Boone Pickens** who's been pushing **natural gas** as a transportation **fuel** are introducing legislation to increase and extend tax credits for consumers who buy **Boone Pickens** who's been pushing **natural gas** as a transportation **fuel** are introducing legislation to increase and extend tax credits for consumers who buy **natural gas** powered cars and companies that build and **fuel** them. **Natural gas** powered cars and companies that build and **fuel** them. There are approximately ten million **natural gas vehicles** on the world's roads but few of them are used here in the United States. There are approximately ten million **natural gas** vehicles on the world's roads but few of them are used here in the United States. We need an extra push to spur on the greater use of **natural gas** and to get more **natural gas** vehicles on our roads. We need an extra push to spur on the greater use of **natural gas** and to get more **natural gas** vehicles on our roads. **Natural gas** is 50% cleaner than diesel. **Natural gas** is 50% cleaner than diesel. It's cheaper. It's cheaper. 00:46:21

8. Fox 26 News 5:30 PM  
KRIV-TV CH 26 (FOX) Houston

DMA: 10  
Spot Cost: \$415

**07/10/2009 05:30 PM - 06:00 PM Est. Audience: 41,538**  
Available formats: QuickView, DVD, CD, digital link, videotape, transcript, NewsBoard

[CC] 00:26:32 Coming up at 9:00, there are about 10,000,000 natural gas powered cars in the world, but few in the U.S. That may be about to change. Two governors along millionaire **T. Boone Pickens** are pushing for tax credits to buy them. We have more on that tonight at 9:00 00:28:47

**9. Fox 26 News 7:00 AM DMA: 10**  
**KRIV-TV CH 26 (FOX) Houston Spot Cost: \$759**  
**07/10/2009 07:00 AM - 08:00 AM Est. Audience: 89,586**  
Available formats: QuickView, DVD, CD, digital link, videotape, transcript, NewsBoard

00:09:54 Tease: Grave Desecration; **T. Boone Pickens**; Art Effort; Monsters of Mock; Weather; 00:10:52

00:19:11 TZ; **T. Boone Pickens: T. Boone Pickens** says his planned **wind** farm is delayed, not dead. V; **Wind** turbines. I; **T. Boone Pickens**, Still Wants **Wind Energy**, talks about the **wind** corridor. V; **Pickensplan.com** sign behind **Pickens**. V; Honda vehicle. 00:20:16

**10. Patrick Reusse DMA: 15**  
**KSTP-AM 1500 (---) Minneapolis/St. Paul Spot Cost: \$80**  
**07/10/2009 07:00 AM - 08:00 AM Est. Audience: 10,100**

00:52:00 We mentioned this earlier today **Boone Pickens will not build** the world's largest **wind** farm in the Texas panhandle. so things are not going wel for the wind farm ? the ones in southwest Minnesota... they have cut production because they cannot sell it....can't sell it to anybody..I can't understand why ....too expcensive? ..kind of odd...**Boone**...if you want some 400 ft tall tubines, **Boone** has got them for you.if you want to buy some 00:53:59

**11. MoneyTalk Live With Josh Arnold DMA: 15**  
**WWTC-AM 1280 (---) Minneapolis/St. Paul Spot Cost: \$22**  
**07/12/2009 05:00 PM - 06:00 PM Est. Audience: 2,500**

00:46:00 Here's another surprise for you ... **T Boone Pickens** a big time investor who made most of his money primarily in **oil** ... think of Mesa Petroleum ... .. **T Boone** was one of the first few years ago to predict the hundred dollar a barrel **oil** ... when oil was trading in the forties ... **T Boone** has also been a major proponent of **natural gas** ... using **natural gas** to power both cars and fleet s... and yet the company he founded called Clean **Energy** to do that ...he is lastly a big proponent of **wind energy** ... recently investing several hundred milliondollars in a prpjct in West Texas ... and did he just pulled the plug on ... you heard me right ... one of major investors in wind **energy** investing millions of dollars and millions hundreds of millions of dollars ,pulled the plug . because transmission ..cost of transmission of that **wind energy** is prohibited ... the kid is not the only wonderful the problem with him ... I understand Denmark and Holland are doing much the same after finding that **wind** is unreliable and you need numerous backup options for **wind** power ...Very interesting indeed 00:47:59

**12. Good Day Oregon DMA: 22**  
**KPTV-TV CH 12 (FOX) Portland, OR Spot Cost: \$421**  
**07/10/2009 07:00 AM - 08:00 AM Est. Audience: 81,886**  
Available formats: QuickView, DVD, CD, digital link, videotape, transcript, NewsBoard

[CC] 00:17:47 And **natural gas** is getting a boost. Two senators alongside **T. Boone Pickens** are introducing legislation to increase and extend tax credits for people who, buy **natural gas** powered cars and companies that **fuel** them. **Pickens** has been pushing **natural gas** as a transportation **fuel** for everyone to use for years. So far, it has not caught on. 00:18:05

**13. Computer Talk With TAB DMA: 30**  
**WTIC-AM 1080 (CBS) Hartford/New Haven Spot Cost: \$84**

07/11/2009

11:00 AM - 12:00 PM

Est. Audience: 7,600

00:48:00 A bill introduced in the Senate last week would have buyers of vehicles that run on compressed natural gas able to claim a tax credit of from five thousand to twelve thousand five hundred dollars. The bill would also make more cash available to build refueling stations that could get those compressed natural gas vehicles back on the road quickly. The bill is similar to one introduced in the house several months ago and it was brought to the Senate jointly by Senate Majority Leader Harry Reid of Nevada and Republican Senator Orrin Hatch of Utah .and by Democrat Robert Menendez of New Jersey. The Senators were joined by **T Boone Pickens** in the announcement of the bill's introduction ... Press reports note that of the ten million vehicles that run on compressed natural gas in the world only about one hundred forty thousand are in the United States and currently only Honda sells a vehicle that runs on compressed natural gas right from teh factory ... It's the Civic GX .. 00:49:59

**14. Fox 4 At 12 Noon**

**WDAF-TV CH 4 (FOX) Kansas City**

07/10/2009

12:00 PM - 12:30 PM

**DMA: 31**

**Spot Cost: \$372**

**Est. Audience: 48,584**

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

[CC] 00:12:08 **Natural gas** is getting a boost from some influential people. Fox's Molly Henneberg is working for you --With how a change in power could save money. Californian Chuck Hood bought his **natural-gas** powered car 8 months ago and says it's been a great investment, and hedge against high **gas** prices. Hood says::even when **gas** prices were 5 bucks a gallon I think the most I ever paid at the **fuel** sites was probably 2.80." two senators, alongside Texas **energy** billionaire **T Boone Pickens**, who has been pushing **natural gas** as a transportation **fuel**, are introducing legislation, to increase and extend tax credits for consumers who buy **natural gas** powered cars, and companies that build and **fuel** them. Menendez says: "there are approximately 10 million **natural gas** vehicles on the world's roads but few of them are used here in the United States." Hatch says: "we need an extra push to spur on the greater use of **natural gas** and to get more **natural gas** vehicles on our roads." **Pickens** says: "**natural gas** is 50% cleaner than diesel, it's cheaper, it's ours, it's abundant." For one thing, but it hasn't exactly caught on yet. Ere is only one model of **natural gas** powered car the Honda civic GX-Available to consumers in the US. And initially it was only for sale in California and New York. Don Marino, who runs a Honda dealership in California, also notes there's an infrastructure problem that may be limiting sales **nationwide**. Marino says: "with **natural gas** you have to live in an area where you can get **natural gas** at the pump fairly freely in la that's possible, in ny its possible but other sections of the country it's not." at least not for consumers. 00:12:55

**15. News 9 At 10 PM**

**KWTV-TV CH 9 (CBS) Oklahoma City**

07/11/2009

10:00 PM - 10:35 PM

**DMA: 45**

**Spot Cost: \$747**

**Est. Audience: 73,159**

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

[CC] 00:03:21 . Next on News 9 **Pickens** Plan its hailed as America's key to **energy** independence but one man says the **oilman's** plan is all talk and no substance. That's next on the night side. 00:04:20

[CC] 00:10:02 **T.Boone Pickens** wants to build the world's largest **wind** farm, but just this week he said the sagging economy is forcing the project to be put on hold. Now critics are speang out, saying the project is just a bunch of hot air. News 9's dan bewley explains. **T. Boone Pickens** has long been a leader in the country's **energy** sector. His latest project is called the **Pickens** Plan, designed to turn the U.S. into an **energy** independent country. It calls for the building of a **wind** farm, similar to this one, in Pampa, Texas. Just this week **Pickens** announced that **wind** farm, claimed to become the world's largestis being delayed. Well gee, what a surprise. Robert Bryce is an **energy** writer and author of the **book** Gusher of Lies which includes a chapter on **wind** power he calls hot air I think, largely, this **wind** power promotion is just hogwash. Bryce says there are two main problems witwind power. First, he says, is the **wind** itself, it simply doesn't blow all the time. For example, the electric reliability council in Texas has determined that of all the **windmills** in operation less than 9% are considered reliable enough to produce the required capacity. They simply cannot provide reliable power to the electric grid and that's

their achilles heel. The other problem is the main reason **Pickens** is pulling the **wind** farm out of Pampa, Texas, there's not enough infrastructure to store and transport the power. Bryce points out **wind** farms are usually the cost of building transmission lines and storage runs into the millions of dollars. **Pickens** says he's forgoing Pampa because the economy has made it difficult to get financing and instead plans to build smaller **wind** farms in Wisconsin, Nebraska, or maybe even Oklahoma. But some analysts say **Pickens** Plan will continue to be delayed because those costs will continue to rise and the hurdles will never go away. Long term, the problems with **wind** power are, I see them, as pretty much incurable. **Pickens** has already ordered **wind** turbines for the project but he says those won't be ready until 2011 and insists the project is still on schedule, it will just be built in a different location. 00:12:39

**16. Fox 8 5:00 News**

**WGHP-TV CH 8 (FOX) Greensboro/Winston-Salem**

**07/10/2009 05:00 PM - 06:00 PM**

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

**DMA: 46**

**Spot Cost: \$236**

**Est. Audience: 62,895**

[CC] 00:22:17 Even though **gas** prices are a lot lower than last summer, drivers know that could change, at just about any moment, that's why some pretty influential people across the country are making a major push for cars that use **natural gas**. Fox's Molly Henneberg takes a look. Californian Chuck Hood bought his **natural-gas** powered car 8 months ago and says it's been a great investment, and hedge against high **gas** prices. Hood says: "even when **gas** prices were 5 bucks a gallon I think the most I ever paid at the **fuel** sites was probably 2.80." two senators, alongside Texas **energy** billionaire **T Boone Pickens**, who has been pushing **natural gas** as a transportation **fuel**, are introducing legislation, to increase and extend tax credits for consumers who buy **natural gas** powered cars, and companies that build and **fuel** them. Menendez says: "there are approximately 10 million **natural gas** vehicles on the world's roads but few of them are used here in the United States." Hatch says: "we need an extra push to spur on the greater use of **natural gas** and to get more **natural gas** vehicles on our roads." **Pickens** says: "**natural gas** is 50% cleaner than diesel, it's cheaper, it's ours, it's abundant." but it hasn't exactly caught on yet. For one thing, there is only one model of **natural gas** powered car- The Honda Civic GX-available to consumers in the US. and initially it was only for sale in California and New York. Don Marino, who runs a Honda dealership in California, also notes there's an infrastructure problem that may be limiting sales **nationwide**. Marino says: "with **natural gas** you have to live in an area where you can get **natural gas** at the pump fairly freely in LA that's possible, in NY it's possible but other sections of the country it's not." at least for consumers. Some state and local governments have set up **natural gas** refueling stations for buses and other government vehicles to save on **gas** costs. Still, advocates say this is technology worth exploring. Smead says: "at current levels of consumption we have over 100 years worth of **natl. Gas** in this country that can be developed, they know where it is and it can be developed with current technology." Molly says: The Honda Civic GX costs about 25-thousand dollars. Right now, consumers get a tax credit of 5-thousand dollars if they buy it. The new legislation would more than double that credit, up to \$12,500 dollars. And tax credits to businesses that run refueling stations also would double, 00:24:55

**17. Fox 13 News At 9**

**WHBQ-TV CH 13 (FOX) Memphis**

**07/10/2009 09:00 PM - 10:00 PM**

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

**DMA: 48**

**Spot Cost: \$1,227**

**Est. Audience: 85,231**

[CC] 00:14:32 GM could be getting more pressure to step it up if **natural gas** cars become popular. As Fox's Molly Henneberg reports, the idea is getting a boost from some influential people. Californian Chuck Hood bought his **natural-gas** powered car 8 months ago and says it's been a great investment, and hedge against high **gas** prices. Hood says: "even when **gas** prices were 5 bucks a gallon I think the most I ever paid at the **fuel** sites was probably 2.80." two senators, alongside Texas **energy** billionaire **t Boone Pickens**, who has been pushing **natural gas** as a transportation **fuel**, are introducing legislation, to increase and extend tax credits for consumers who buy **natural gas** powered cars, and companies that build and **fuel** them. Menendez says: "there are approximately 10 million **natural gas** vehicles on the world's roads but few of them are used here in the United States." Hatch says: "we need an extra push to spur on the greater use of **natural gas** and to get more **natural gas** vehicles on our roads." **Pickens** says: "**natural gas** is 50% cleaner than diesel, it's cheaper, it's ours, it's abundant." but it hasn't

exactly caught on yet. For one thing, there is only one model of **natural gas** powered car the Honda Civic GX-available to consumers in the US. and initially it was only for sale in California and New York. Don Marino, who runs Honda dealership in California, also notes there's an infrastructure problem that may be limiting sales **nationwide**. Marino says: "with **natural gas** you have to live in an area where you can get **natural gas** at the pump fairly freely in la that's possible, in ny its possible but other sections of the country it's not." at least not for consumers. Some state and local governments have set up **natural gas** refueling stations for buses and other government vehicles to save on **gas** costs. Still, advocates say this is technology worth exploring. Smead says: "at current levels of consumption we have over 100 years worth of **natural gas** in this country that can be developed, they know where it is and it can be developed with current technology." The Honda Civic GX costs about 25-thousand dollars. Right now, consumers get a tax credit of 5-thousand dollars if they buy it. 00:18:05

**18. Fox 7 News 12:00**

**KTBC-TV CH 7 (FOX) Austin**

**07/10/2009 12:00 PM - 12:30 PM**

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

**DMA: 49**

**Spot Cost: \$110**

**Est. Audience: 13,810**

[CC] 00:23:12 **Natural gas** is getting a boost from some important people. Two senators, alongside Texas **energy** billionaire **T Boone Pickens**, are introducing legislation to increase and extend tax credits for consumers who buy **natural gas** powered cars and companies that build and **fuel** them. Some state and local governments have even set up **natural gas** refueling stations for buses and other government vehicles to save on **gas** costs. **Pickens** says: "**natural gas** is 50% cleaner than diesel, it's cheaper, it's ours, it's abundant." smead says: "at current levels of consumption we have over 100 years worth of **natural Gas** in this country that can be developed, they know where it is and it can be developed w/ current technology." but the incentive hasn't exactly caught on yet. Only one model of **natural gas** powered car available to consumers in the US The Honda Civic GX it costs about 25-thousand dollar and consumers get a tax crediof 5-thousand dollars if they buy it. But with the new legislation, the credit would more than double to up to 12-thousand 500-dollars. 00:24:25

**19. The News On 6 Weekend Update**

**KOTV-TV CH 6 (CBS) Tulsa**

**07/11/2009 10:00 PM - 10:35 PM**

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

**DMA: 61**

**Spot Cost: \$472**

**Est. Audience: 52,897**

[CC] 00:00:05 **Boone Pickens** puts his plans to build a massive **wind** farm on hold. Tonight, why one **energy** expert says that plan will stay in the deep freeze..... **T.Boone Pickens** wants to build the world's largest **wind** farm, but just this week he said the saggg economy is forcing the project to be put on hold. Now critics are speaking out, saying the project is just a bunch of hot air. News on 6 reporter dan bewley joins us with the latest, dan?? Tara, **Boone Pickens** has been promoting the **Pickens** plan since last summer. He wants **natural gas** and **wind** power to reduce our dependency on foreign **oil**. **T. Boone Pickens** has long been a leader in the country's **energy** sector. His latest project is called the **Pickens** Plan, designed to turn the U.S. into an **energy** independent country. It calls for the building of a **wind** farm, similar to this one, in Pampa, Texas. Just this week **Pickens** announced that **wind** farm, claimed to become the world's largest, is being delayed. Well gee, what a surprise. Robert Bryce is an **energy** writer and author of the **book**'Gusher Of Lies which includes a chapter on **wind** power he calls "hot air". I think, largely, this **wind** power promotion is just hogwash. Bryce says there are two main problems with **wind** power. First, he says, is the **wind** itself, it simply doesn't blow all the timefor example, the Electric Reliability Council in Texas has determined that of all the wdmills in operation less than 9% are considered reliable enough to produce the required capacity. They simply cannot provide reliable power to the electric grid and that's their achilles heel. The other problem is the main reason **Pickens** is pulling the **wind** farm out of Pampa, Texas, there's not enough infrastrucutre to store and transport the power. Bryce points out **wind** farms are usually built in rural areas and the cost of building transmission lines and storage runs into the millions of dollars. **Pickens** says he's foregoing Pampa because the economy has made it fficult to get financing and instead plans to build smaller **wind** farms in Wisconsin, Nebraska, or maybe even Oklahoma. But some analysts say **Pickens** Plan will continue to be delayed because those costs will continue to rise and the hurdles will never go away. Long term, the problems with **wind** power

are, I see them, as pretty much incurable. **Pickens** has already ordered **wind** turbines for the project but he says those won't be ready until 2011 and insists the project is still on schedule, it will just be built in a different location. 00:04:38

[CC] 00:27:01 "just hogwash." **Boone Pickens** puts his plans to build a massive **wind** farm on expert says that plan will stay in the deep freeze. 00:30:19

[CC] 00:30:23 . **T-Boone Pickens** wants to build the world's largest **wind** farm, but just this week he said the sagging economy is forcing the project to be put on hold. Now critics are speaking out, saying the project is just a bunch of hot air. News on 6 reporter Dan Bewley joins us with the latest, Dan?? Tara, **Boone Pickens** has been promoting the **Pickens** plan since last fall and **wind** power to reduce our dependency on foreign **oil**. **T. Boone Pickens** has long been a leader in the country's **energy** sector. His latest project is called the **Pickens** Plan, designed to turn the U.S. into an **energy** independent country. It calls for the building of a **wind** farm, similar to this one, in Pampa, Texas. Just this week **Pickens** announced that **wind** farm, claimed to become the world's largest, is being delayed. Well gee, what a surprise. Robert Bryce is an **energy** writer and author of the book 'Gusher of Lies' which includes a chapter on **wind** power he calls "hot air". I think, largely, this **wind** power promotion is just hogwash. Bryce says there are two main problems with **wind** power. First, he says, is the **wind** itself, it simply doesn't blow all the time. For example, the Electric Reliability Council in Texas has determined that of all the **windmills** in operation less than 9% are considered reliable enough to produce the required capacity. They simply cannot provide reliable power to the electric grid and that's their achilles heel. The other problem is the main reason **Pickens** is pulling the **wind** farm out of Pampa, Texas, there's not enough infrastructure to store and transport the power. Bryce points out wind farms are usually built in rural areas and the cost of building transmission lines and storage runs into the millions of dollars. **Pickens** says he's foregoing Pampa because the economy has made it difficult to get financing and instead plans to build smaller **wind** farms in Wisconsin, Nebraska, or maybe even Oklahoma. But some analysts say **Pickens** Plan will continue to be delayed because those costs will continue to rise and the hurdles will never go away. Long term, the problems with **wind** power are, I see them, as pretty much incurable. **Pickens** has already ordered **wind** turbines for the project but he says those won't be ready until 2011 and insists the project is still on schedule, 00:33:37

**20. The News On 6 At 6:00**

**KOTV-TV CH 6 (CBS) Tulsa**

**07/11/2009 06:00 PM - 06:30 PM**

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

**DMA: 61**

**Spot Cost: \$346**

**Est. Audience: 52,548**

[CC] null **T. Boone Pickens** says the sagging economy is forcing him to put a main part of his "**Pickens** plan" on hold. It could have brought a large **wind** farm to the Texas panhandle. Now some analysts are wondering if **wind** power is all it's cracked up to be. News on 6 reporter Dan Bewley has been looking into the issue, he's joins us with the latest, Dan? The Pampa, Texas **wind** farm would have been the largest in the world. **Boone Pickens** insists it hasn't been cancelled, simply postponed. The **Pickens** Plan calls for using **wind** power as well as **natural gas** to replace our country's dependency on foreign **oil**. Supporters say it's important to do anything in order to achieve **energy** independence but critics say the plan was all talk and little substance. Robert Bryce is one of those critics, he's an author and journalist focusing on **energy** related issues. He calls **Pickens** a master promoter who has underestimated what it would take to for **wind** power to become a major supplier of **energy**. For example, he says, **wind** power is unreliable simply because it blows.... Robert Bryce/author: the problem is for the past year **Pickens** has sold the Americans a bill of goods, this idea that **wind** power is going to save America and that it's going to reduce foreign **oil** imports and so on, it's just flat not true. **Boone Pickens** insists the **wind** farm is still in the works but it's no longer planned for Texas, instead he's looking at other states like Wisconsin or Nebraska. 00:03:33

**21. The News On 6 At 5:00**

**KOTV-TV CH 6 (CBS) Tulsa**

**07/11/2009 05:00 PM - 05:30 PM**

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

**DMA: 61**

**Spot Cost: \$373**

**Est. Audience: 61,341**

[CC] 00:00:10 I think, largely, this **wind** power promotion is just hogwash.” And **Pickens** Plan for **wind** power is now on hold. Why one expert says it will stay that way for good. 00:01:32

[CC] 00:01:39 **T. Boone Pickens** says the sagging economy is forcing him to put a main part of his “**Pickens** Plan” on hold. It could have brought a large **wind** farm to the Texas panhandle. Now some analysts are wondering if **wind** power is all it’s cracked up to be. News on 6 reporter Dan Bewley has been looking into the issue, he’s joins us with the latest, dan? The Pampa, Texas **wind** farm would have been the largest in the world. **Boone Pickens** insists it hasn’t been cancelled, simply postponed. The **Pickens** plan calls for using **wind** power as well as **natural gas** to replace our country’s dependen on foreign **oil**. Supporters say it’s important to do anything in order to achieve **energy** independence but critics say the plan was all talk and little substance. Robert Bryce is one of those critics, he’s an author and journalist focusing on **energy** related issues. He calls **Pickens** a master promoter who has underestimate d what it would take to for **wind** power to become a major supplier of **energy**. For example, he says, **wind** power is unreliable simply because the **wind** doesn’t always blow. Robert Bryce/author: the problem is for the past year **Pickens** has sold the Americans a bill of goods, this idea that **wind** power is going toave America and that it’s going to reduce foriegn **oil** imports and so on, it’s just at not true. **Boone Pickens** insists the **wind** farm is still in the works but it’s no longer planned for Texas, instead he’s looking at other states like Wisconsin or Nebraska. 00:05:18

## 22. Eyewitness News At 5:30

WCTV-TV CH 6 (CBS) Tallahassee/Thomasville  
07/10/2009 05:30 PM - 06:00 PM

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

DMA: 105  
Spot Cost: \$263  
Est. Audience: 33,094

[CC] 00:05:25 , Detroit alternate forms of **fuel** are a major issue as car companies look to become more viable. Now **natural gas** is getting a boost from some important people. Molly Henneberg reports. Californian Chuck Hood bought his **natural-gas** powered car 8 months ago and says it’s been a great investment, and hedge against high **gas** prices. “Even when **gas** prices were 5 bucks a gallon I think the most I ever paid at the **fuel** sites was probably 2.80.” two senators, alongside Texas **energy** billionaire **Boone Pickens**, who h been pushing **natural gas** as a transportation **fuel**,. Are introducing legislation, to increase and extend tax credits for consumers who buy **natural gas** powered cars, and companies that build and **fuel** them. “ 00:07:01

## 23. Fox 49 News At 10:00

WTLH-TV CH 49 (FOX) Tallahassee/Thomasville  
07/10/2009 10:00 PM - 10:30 PM

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

DMA: 105  
Spot Cost: \$208  
Est. Audience: 9,969

[CC] 00:17:31 Alternate forms of **fuel** are a major issue as car companies look to become more viable. Now **natural gas** is getting a boost from some important pele. Molly Henneberg reports. Californian Chuck Hood bought his **natural-gas** powered car 8 months ago and says it’s been a great investment, and hedge against high **gas** prices. Bucks a gallon I think the most I ever paid at the **fuel** sites was probably 2.80.” two senators, alongside Texas **energy** billionaire **T Boone Pickens**, who has en pushing **natural gas** as a transportation **fuel**,. Are introducing legislation, to increase and extend tax credits for consumers who buy **natural gas** powered cars, and companies that build and **fuel** them. “ There are approximately 10 million atural **gas** vehicles on the world’s roads but few of them are used here in the United States.” “**natural gas** is 50% cleaner than diesel, it’s cheaper, it’s ours, it’s abundant.” but it hasn’t exactly caught on yet. For one thing, there is only one model of **natural gas** powered car the Honda Civic GX-available to consumers in the US. And initially it was only for sale in California and New York. Don Marino, who runs a Honda dealership in California, also notes there’s an infrastructure problem that may be limiting sales **nationwide**. “With **natural gas** you have to live in an area where you can get **natural** s at the pump fairly freely in la that’s possible, in ny its possible but other sections of the country it’s not.” still, advocates say this is technology worth exploring. The Honda Civic GX costs about 25-thousand dollars. 00:19:05

**24. 29 Eyewitness News Daybreak**  
**KBAK-TV CH 29 (CBS) Bakersfield**  
**07/10/2009 06:00 AM - 07:00 AM**

**DMA: 125**  
**Spot Cost: \$87**  
**Est. Audience: 8,050**

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

[CC] 00:16:49 Molly Henneberg takes a look. Californian Chuck Hood bought his **natural-gas** powered car 8 months ago and says it's been a great investbucks a gallon I think the most I ever paid at the **fuel** sites **Pickens**, who has been pushing **natural gas** as a transportafor consumers who buy **natural gas** powered cars, and companies th **gas** vehicles on the world's roads but few of them are used ter use of **natural gas** and to get more **natural gas** vehi's cheaper, it's ours, it's abundant." but it hasn't exact Honda civic GX-Available to consumers in the US. And a Honda dealership in California, also notes there's "with **natural gas** you have to live in an area where you can other sections of the country it's not." at least not foing stations for buses and other government vehicles to save current levels of consumption we have over 100 years worth of e developed w/ current technology." 00:19:29

**25. KRIS 6 News At 9**  
**KUQI-TV CH 38 (FOX) Corpus Christi**  
**07/10/2009 09:00 PM - 10:00 PM**

**DMA: 129**  
**Spot Cost: \$27**  
**Est. Audience: 2,017**

[CC] 00:45:32 **Natural gas** is getting a boost from some important peopl people. Fox's Molly takes a look. Californian Chuck Hood bought his **natural gas** powered car eight months ago andays it's been a great investment and hedge against high **gas** prices. Even when **gas** prices were at \$5 a gallon, the most I ever paid was \$2.80. Two senators along **T. Boone Pickens** who's been pushing **natural gas** as a transportation **fuel** are introducing legislation to increase and extend tax credits for consumers who buy **natural gas** powered cars and companies that build and **fuel** them. There are approximately ten million **natural gas** vehicles on the world's roads but few of them are used here in the United States. We need an extra push to spur on the greater use of **natural gas** and to get more **natural gas** vehicles on our roads. **Natural gas** is 50% cleaner than diesel. It's cheaper. It's ours. It's abundant. It hasn't exactly caught on yet. For one thing, there's only one model of **natural gas** powered car the Honda civic GX, available to consumers in the U.S. Initially, it was only for sale in California and New York. Don Marino who runs a Honda dealership in California also notes there's an irastructure problem that maybe limiting sales **nationwide**. With **natural gas**, you have to live in an area where you can get **natural gas** at the pump fairly freely. In L.A., that's possible. In New York, that's possible. But other sections of the country, it's not. At least not for consumers. 00:47:04

**26. Newschannel 10 Morning News**  
**KFDA-TV CH 10 (CBS) Amarillo**  
**07/13/2009 06:00 AM - 07:00 AM**

**DMA: 131**  
**Spot Cost: \$70**  
**Est. Audience: 10,191**

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

[CC] 00:00:10 Just because **Boone Pickens** scaled back, that doesn't man Pampa won't still become the wind energy capital of the world, newschannel ten found out why. ... **T. Boone Pickens** plan to build a wind farm near Pampa. Last year **Pickens** claimed he would make the Gray County city the wind capital of the world. This week **Pickens** told Newschannel 10 he will build a smaller wind far than he originally proposed, in roberts and gray counties. Many local wind energy experts believe this is a positive change, because now other companies can come in and help Pampa prosper. "So many people associate him with the wind industry and think that might be one of the only projects happening in this Texas panhandle, and the class 4 region. And that's just not the case." "We're being looked at by a number of other companies and developers associated with the wind industry. We feel like we're going to see some activity really **picking** up over the next couple of years." it's predicted that a slew of activity will begin to surround the area in 2013 when transmission lines are scheduled to be built. 00:01:32

[CC] 00:53:44 Confusion continues to swirl around t. **Boone Pickens** plan to build a **wind** farm near Pampa. Last ye **Pickens** claimed he would make the Gray County city the **wind** capital of the world. This week **Pickens** told newschannel 10 he will build a smaller **wind** farm than he originally proposed, in roberts and gray counties. Leaders in Pampa say that may open up the area to other **wind** producers,

which could actually lead to even more turbines. They predict a slew of activity will bin to surround the area in 2013 when new transmission lines go up. 00:55:00

**27. Newschannel 10 Early Edition**

**KFDA-TV CH 10 (CBS) Amarillo**

**07/13/2009 05:30 AM - 06:00 AM**

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

**DMA: 131**

**Spot Cost: \$20**

**Est. Audience: 4,126**

[CC] 00:26:51 Next New At Six on the early show, we'll breakdown the latest **wind** power plans from **T. Boone Pickens** and why it may not have a negative impact on the Pampa area. 00:27:30

**28. Newschannel 10 Nightcast**

**KFDA-TV CH 10 (CBS) Amarillo**

**07/12/2009 10:00 PM - 10:35 PM**

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

**DMA: 131**

**Spot Cost: \$403**

**Est. Audience: 27,673**

[CC] 00:13:29 . It's been an up and down week for what's been dubbed as the next **wind** capital of the world. What was once a wide-eyed outlook for the **wind** industry in Gray and Roberts Counties, has somewhat fizzled out. But as doubt surrounds a proposed **wind** farm built by **T. Boone Pickens**, We looked into what the future is for Pampa. It was May 27th of last year when **T. Boone Pickens** was in Pampa telling a crowd how he intended to build the world's largest **wind** farm. That day I asked him how he could build such a massive project. Is that a real question? If I tell someone I'm going to do something I'm going to do it." Now **Pickens** has scaled that vision back. They have told us they are not scpping it but they are delaying it." What was originally meant to be in operation by 2011, is now pushed back two years. And the project now is about a quarter the size of its original goal of four thousand megawatts. Proof the oject will move forward... 00:15:07

**29. Delta Daybreak**

**WXVT-TV CH 15 (CBS) Greenwood/Greenville, MS**

**07/10/2009 06:00 AM - 07:00 AM**

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

**DMA: 187**

**Spot Cost: \$28**

**Est. Audience: 5,894**

00:22:19 ... it's a credit worth thirty percent of the cost of certain equipment such as solar hot water heaters , geothermal heat pumps and **wind** turbines. I had to read this to make sure I had it right ... now I may get a tax credit but before I decide to put a **wind** turbine in the front yard, I better make sure that zoning ordinances will approve me doing that ... I think of these turbines in the West and **T Boone Pickens** has established these **wind** turbines ... so I think they'll become attractive ...I can just see the neighborhoods now 00:25:19