



T. Boone Pickens Media Coverage 7.18.09-7.20.09

Total of 23 Placements

- Print: 8
- Blog/Online: 2
- Broadcast: 13

Coverage Summary:

The *Washington Times* article looks at the Pickens Plan and the support it has gained this past year, including from Senator Reid “who called himself ‘an absolute convert’ to Mr. Pickens’ plan.” The piece discusses the need for transmission lines and a renewable electricity standard. It also highlights natural gas legislation moving through Congress and says Pickens’ plan seems to have gained enough momentum to keep going.

The Fort Worth Business Press ran a positive editorial by Will Brackett, managing editor of the Powell Barnett Shale Newsletter. The piece highlights the accomplishments of the Pickens Plan this past year, saying Pickens brings an unmatched credibility to the energy issue and has succeeded where no one else has in bringing energy to the forefront of the national debate.

The New York Daily News previewed Charlie Gibson’s special on oil, which airs at 10 p.m. on Wednesday. Pickens is included in the hour-long broadcast discussing some of his ideas for breaking America’s oil habit.

Highlighted Placements (Full Articles Below)

- **Pickens Tilts for Windmills; Energy Crusader Pickens Sees Natural Gas as Transition Fuel** – *Washington Times* – 7/20/09
- **One Year Later: Pickens Plan Impacts Energy Debate** – *Fort Worth Business Press* – 7/20/09
- **Anchor Away: Charlie Gibson’s Pumped about ‘Over a Barrel’ Oil Special** – *New York Daily News* – 7/20/09

Print Placements (Full Articles Below)

- **Pickens Meets With Potential Investors In BP Cap Hedge Funds** – *Dow Jones* – 7/17/09
- **Energy Companies Turning to Natural Gas Vehicles** – *Denver Business Journal* – 7/19/09
- **Is It About Time to Give Credit Some Credit?** – *Chicago Sun Times* – 7/19/09
- **Slim ‘Pickens’ for Wind Energy** – *Chattanooga Times Free-Press* – 7/19/09
- **VVC: A \$134 Million Wager** – *The Advocate* – 7/19/09

Blog/Online Placements (Full Articles Below)

- **Another Ambitious Wind Transmission Project Falls** – *BNET* – 7/17/09
- **Is Hydrogen the Best of the Green Fuels?** – *Seeking Alpha* – 7/20/09

HIGHLIGHTED COVERAGE

Pickens Tilts for Windmills; Energy Crusader Pickens Sees Natural Gas as Transition Fuel – *Washington Times – 7/20/09*

By John P. Krudy

Texas oilman T. Boone Pickens is a surprising convert to alternative energy and an unlikely wind-power proselytizer, but he is ramping up his campaign to cure the nation's energy dependence in the face of skeptics who say the effort is too ambitious.

Worried by the massive transfer of wealth to foreign and often unfriendly nations, the Texan last July proposed the Pickens Plan, a rapid national move to wind energy, with a decade's detour to natural gas, which would serve as a clean "bridge fuel" until we reached the promised land of wind power.

He has been using his considerable influence and money from five decades in the oil industry to persuade Congress to pass legislation encouraging natural gas use, with ranking members in both chambers supporting him.

"Every time you lower that \$500 billion we spend on oil, it's good," Mr. Pickens said. "People tell me we need to spend more on infrastructure. The infrastructure will come. We're making that big bill cheaper. Do that, and you create jobs. "

As he canvasses the country for support, Mr. Pickens has talked more about job creation since last fall's financial meltdown. The 81-year-old runs quickly through his plan's other pillars: creating incentives to use natural gas, developing natural gas as a bridge fuel, obtaining up to 22 percent of U.S. energy from wind, and improving the electrical grid.

However, critics say Mr. Pickens' plans are more of a utopia than a promised land: desirable, eventually necessary, but too much, too soon.

"This [Obama] administration told us to throw fistfuls of dollars at an inefficient energy source with no [profit] margin," said Stephen Schork, a commodities trader in Philadelphia. "And the dollars will be gone, and energy prices will go back to the stratosphere."

Mr. Schork said that he is excited about natural gas but that too quick a move to alternative energy "will leave us tilting at windmills."

"Whether wind or solar is economically viable remains to be seen," Mr. Schork said. "I wasn't a believer in the Bush administration's ethanol push, but all options were open. This administration just seems against oil and gas."

Blowing in the wind

Mr. Pickens is having trouble installing the transmission lines he needs to carry the power from his wind-farm complex in West Texas after a court denied him eminent domain to string the power lines across residential property.

"It's been a transmission problem," Mr. Pickens said. "The transmission lines we thought we'd have won't be up till 2013."

Mr. Pickens said he doesn't "have a garage big enough" to store the turbine blades due to arrive at the site in 2013, meaning it makes economic sense to go ahead with the projects and hope for better luck with the power lines later.

The American Wind Energy Association (AWEA), an interest group in the District, gave the nation's wind-energy developments a grade of B overall for 2008, but a C- for transmission-capacity growth. If wind-energy producers can't get the power to markets, power companies can't use it, and enthusiasm for new projects will fade.

Christine Real de Azua, spokeswoman for the AWEA, said the United States needs to develop a better interstate system of transmission lines.

"It's still very balkanized and needs a stronger backbone to link everything," she said. "And we need more money to make it easier for the private sector to raise capital."

For wind energy on the whole, however, 2008 was a landmark year. While proponents hoped to bring 4,000 megawatts of new capacity online (about as much as a single nuclear plant, or the output of Mr. Pickens' stalled wind complex), companies actually added 8,500 megawatts, according to the AWEA. The group admits the growth rate will fall in 2009 but will still exceed projections by 20 percent.

"It's because of the overall economic downturn, making it difficult to raise capital, and the market - including alternative energy - just hasn't been picking up either," said Ms. Real de Azua.

Groups like hers are hoping the climate-change legislation, passed by the House and now before the Senate, includes short- and long-term renewable-energy standards to require increased investment, rather than "watered-down" provisions currently in the bill. That's especially necessary after the financial downturn decimated the tax-credit alternative on which energy companies relied, using the windfall to fund their new turbines. Now those companies need more government grants.

"These stimulus funds, and the funds in the coming climate legislation, are seed money that will just help raise capital," Ms. Real de Azua said. "And a long-term policy will also help. The policy can help what's happening in the market."

General Electric Co. executives agreed in testimony before the Senate Environment and Public Works Committee on Thursday.

"It would take a 12 percent renewable electricity standard by 2012, with reasonable percentages to be satisfied by energy efficiency measures, to enable U.S. wind deployments to continue on the current growth trajectory," said GE Vice Chairman John Krenicki. "Such a standard would also help drive dollars to small companies and developers waiting for stimulus checks to begin rolling out, and help sustain a domestic industry that cannot wait for longer-term carbon legislation to come into effect."

GE manufactures wind turbines for wind farms in North America, Europe and China.

Natural gas fuels Pickens' hopes

While wind projects have been hampered by a lack of transmission capacity, Mr. Pickens is ecstatic about natural-gas discoveries in the past year. He noted that known domestic natural-gas reserves have risen from 200 trillion to 2,000 trillion cubic feet, thanks to new methods of fracturing the shale that traps the gas, and horizontal drilling that allows companies to tap more trapped reserves with each well.

"These new reserves are unbelievable - that discovery is the biggest break this country has got in my lifetime," Mr. Pickens said. "Don't worry about the wells; private industry will bring them in. Natural gas is cleaner. It's cheaper. It's 130 octane; you can clean it up with a simple separator, and it's ready to go. Oil needs a refinery."

Experts say the new discoveries like the Haynesville Shale in Louisiana and developed fields such as Barnett in Texas, Woodford in Oklahoma, Marcellus in Appalachia and Fayette in Arkansas were thought too expensive to access until the new methods were developed.

Shale's structure holds natural gas well but doesn't allow fluids to flow through it easily, explained Don Goddard, a professor of research at the Center for Energy Studies at Louisiana State University. However, new methods allow drillers to get to the gas by pumping a mixture of gel and water, called slick water, into the shale.

As energy giant Exxon Mobil Corp. begins to explore the massive Horn River Basin field in Alberta, Canada, Mr. Goddard said smaller producers can outperform larger competitors even when prices are as low as they are now. Some experts expect natural gas to drop below \$3 per thousand cubic feet, a long way from its peak at \$13 in 2005.

"To hold their leases, companies must drill and produce oil, so they'll keep open a certain number of wells," Mr. Goddard said. "But where a big company might only produce at \$5, a smaller one could drill and profit at \$4, and another could at \$3.50. Reserves are so large, it's only the price that's holding them back."

Natural gas currently trades at about \$3.35 on the New York Stock Exchange. Given market conditions, gas prices appear likely to remain low, according to Mr. Schork.

"With the new discoveries, there's a lot of supply, but still not a lot of demand," Mr. Schork said. "In the '90s, there was a lot of natural-gas price volatility with the dot-com recession. But the technologies generated to get nonconventional extraction coupled with conventional reserves led to a glut."

Mr. Schork said there is sufficient liquefied natural-gas storage capacity in the U.S. to allow the country to also purchase cheap ship-borne fuel from producers like Qatar. The low prices won't spur development, but he still thinks natural gas could serve as a "fabulous" bridge fuel to alternative energy.

Mr. Pickens agrees and sees America's fleet of 6.5 million 18-wheelers as the perfect place to put his natural-gas plan to work.

"Natural gas is the only one resource we have in America that will make an 18-wheeler go," Mr. Pickens said. "From the transition to natural gas in semis, there'll be 350,000 new 18-wheelers, creating 420,000 jobs."

Mr. Pickens' plan for natural-gas vehicles seems to be rolling along more smoothly than his plan for wind energy.

Sen. Harry Reid, Nevada Democrat, called himself "an absolute convert" to Mr. Pickens' plan and said he expects the Senate to pass legislation giving tax credits of up to \$80,000 to consumers buying natural gas vehicles. Earlier this month, Freightliner rolled out the first semitruck designed to run on natural gas. The company estimates the truck will save the typical driver \$6,000 a year in fuel costs. It's the archetype of what Mr. Pickens wants the nation's truck fleet to become.

Between the new trucks and the new legislation, which appears set to pass after the August recess, his plan seems to have gained enough momentum to keep going.

"There's no negotiation about oil prices unless you have another resource," Mr. Pickens said. "People are starting to pay attention, and D.C. is, too. The legislation needs to be worked to the full."

"I'm working my [posterior] off. It's because of my age. I can't sit around when nothing is happening."

One Year Later: Pickens Plan Impacts Energy Debate – *Fort Worth Business Press* – 7/20/09

By Will Brackett

Recently, T. Boone Pickens observed the one-year anniversary of the launch of his campaign to transform energy usage in America with the primary goal of reducing our nation's reliance on imported oil. Pickens celebrated "Energy Independence Day" on July 8 with the introduction of the NAT GAS Act in the U.S. Senate (Senate Bill 1408) with the measure's sponsors, U.S. Sens. Orrin Hatch, R-Utah, and Robert Menendez, D-N.J., along with Sen. Majority Leader Harry Reid, D-Nev. The measure is the companion to House Bill 1835, which was introduced in the U.S. House of Representatives in April.

The anniversary naturally has resulted in several assessments of how much the Pickens Plan has accomplished. The primary objectives of the Pickens Plan are to increase the usage of natural gas as a transportation fuel and wind and other renewable sources for electrical power. Pickens frequently touts natural gas as the only viable option to begin reducing our oil imports now as around 70 percent of the oil consumed in the United States is used for powering vehicles.

Pickens' critics contend that the adoption of natural gas as a transportation fuel has been moving at a glacial pace and also point to the fact that the former oil tycoon was recently forced to postpone or scale back a major wind farm project in Texas due to the difficulty of establishing a transmission network required to bring the generated electricity to consumers. In addition, the recession has resulted in falling energy prices which have made expensive renewable sources such as wind and solar non-competitive in terms of cost, an important consideration at a time when consumers are looking to save on energy bills.

Despite all of these criticisms, there is no denying that Pickens has succeeded where no one else has in getting energy to the forefront along with health care in the national debate. Pickens frequently points out that U.S. presidential candidates and presidents have talked about reducing our oil imports for more than 30 years and yet nothing has been accomplished.

As a former oilman and successful businessman, Pickens has brought an unmatched credibility to the issue of energy, which has garnered him respect and a willingness to listen from both conservatives and liberals alike. Furthermore, Pickens' message resonates with both camps, albeit in different ways, with conservatives touting the national security benefits of reducing oil imports, while liberals take a liking to the environmental prospects of increasing the use of cleaner sources of energy.

For natural gas, Pickens has worked tirelessly over the past year to spread the word of increasing the use of the fuel found in such abundant quantities in shale formations. While media skeptics keep raising the point that natural gas is a fossil fuel, Pickens continues to promote the increased use of natural gas produced right here in the good ole' U.S.A. as the only realistic means of cutting back on the cash currently flowing to the Middle East and unfriendly dictators such as Venezuela's Hugo Chavez.

Pickens has put in leg work on behalf of natural gas like no one else has, traveling to Washington, D.C., multiple times to bend the ears of Congressional leaders to introduce legislation to provide the federal subsidies needed to encourage businesses, governments and consumers to purchase natural gas-powered vehicles. So far, Pickens has succeeded in getting the NAT GAS Act introduced and now will push for the measure's passage and President Obama's signature.

With the lack of natural gas refueling stations being probably the biggest obstacle to the wider adoption of natural gas as a transportation fuel, the legislation also extends incentives for the stations' construction. While critics have pointed out that a Pickens-owned firm, Clean Energy Fuels, would greatly benefit from the legislation, there is no denying that the rest of our country will benefit as well.

Pickens has also achieved unprecedented success in getting corporate America to see the value of natural gas as a transportation fuel, traveling to meet with corporate executives to urge them to begin converting their vehicle fleets to natural gas.

The biggest success so far has been Dallas-based telecom giant AT&T's announcement that it intends to eventually possess some 15,000 natural gas-powered vehicles in its fleet and will begin by converting 8,000 or so existing gasoline and diesel-powered vehicles this year. In addition, AT&T will help with the

refueling problem by carrying out plans to construct 40 refueling stations in areas where it has significant operations.

Pickens had a hand in AT&T's decision and with a corporate titan such as AT&T making such a strong commitment to natural gas as a transportation fuel, other firms are likely to follow suit.

While the Pickens Plan isn't perfect – show me a plan that is – there is no doubt that it has raised the profile of natural gas – especially as a transportation fuel – in a way not achieved before. With natural gas producers suffering due to low prices that have resulted from a lack of industrial demand, transportation is a critical new market the industry needs for its product and Pickens is doing his part to make that a reality.

With his continued push, Pickens will help to transform our nation's energy usage away from foreign oil and more toward cleaner-burning, affordable and abundant natural gas – which best of all, is ours. We support Pickens in his efforts and wish him the best of success in his endeavor to bring us to a day when our nation can achieve a realistic degree of energy independence.

Will Brackett is managing editor of the Powell Barnett Shale Newsletter. A version of this editorial appeared in the Newsletter. Contact Brackett at www.barnettshalenews.com

Anchor Away: Charlie Gibson's Pumped about 'Over a Barrel' Oil Special – *New York Daily News* – 7/20/09

By Richard Huff

Charles Gibson spends most nights behind the anchor desk at ABC's "World News," but occasionally he gets a chance to go out in the field.

He did that for Wednesday's special, "Over a Barrel: The Truth About Oil," an hour airing at 10 p.m. that looks into gasoline and its broad price fluctuations.

"It's like going to school," Gibson said of working on the special. "It really is like that. I didn't know anything about the oil business. I start this and I find it fascinating."

The program started with the idea of breaking down the factors that go into the price of a gallon of gas. However, Gibson said, they quickly realized that story had been done before.

"The more we went on, I became fascinated with the idea that the tentacles of the price of oil extend in so many different directions."

So, over a period of about three months, Gibson and his team - including executive producer Tom Yellin, producer Peter Klein, senior producer Gabrielle Tenenbaum and others - took to the road to find out why gasoline costs so much.

The trips, all done while Gibson was also anchoring "World News," took him from pipelines in Oklahoma to an oil rig in the Gulf of Mexico.

"As the show evolved," he said, "what I really came away with, to be honest, is some amazement that you can mine oil from such incredibly difficult-to-reach places."

Such as an offshore oil rig.

"It's a very particular kind of person that could do that kind of work," he added.

Outside of how oil actually gets extracted, Gibson said he was struck by the degree of financial speculation in the oil business, and how that impacts what consumers pay.

The special also looks at alternative fuels and technological changes that could alter U.S. dependency on oil. Energy Secretary Steven Chu talks about biofuels, and T. Boone Pickens offers some of his ideas for breaking Americans' oil habit.

Has going to this "school" changed the way Gibson uses fossil fuels?

"I haven't run out and bought a hybrid," he said. "I don't own a car that isn't 10 years old."

That said, he is encouraged by some of the other options he learned about along the way.

"I hope I live long enough to see what we do as an alternative. There are so many people betting so much on different alternatives," he said. "I think in 20 years we'll know which way we're going."

PRINT COVERAGE

Pickens Meets With Potential Investors In BP Cap Hedge Funds – *Dow Jones* – 7/17/09

By Jason Womack

HOUSTON (Dow Jones)--Billionaire energy investor T. Boone Pickens began meeting with potential investors last week to raise money for his hedge funds.

"On a very limited basis, we have begun to meet with individuals that might have an interest in the commodity and equity funds," said Jay Rosser, a spokesman for Pickens' Dallas firm BP Capital.

BP Capital is aiming to expand Energy Equity Fund II, which invests in stocks and futures, and the Energy Fund II, a futures-only fund.

News of Pickens' meeting with investors was reported earlier by Bloomberg News.

-By Jason Womack, Dow Jones Newswires; 713-547-9201; jason.womack@dowjones.com

Energy Companies Turning to Natural Gas Vehicles – *Denver Business Journal* – 7/19/09

By Cathy Proctor

Colorado's big oil and gas companies have begun burning natural gas in some of their fleet cars and pickups to demonstrate its effectiveness as an alternative motor fuel.

Natural gas has been used to generate electricity, or to heat homes and office buildings. But there's a growing interest in it for cars and trucks — one of the components of oilman T. Boone Pickens' plan to cut the nation's reliance on imported oil.

In Colorado:

- Denver's EnCana Oil & Gas (USA) Inc. recently converted four Ford F-250 pickups, which the company bought for the Denver-Julesburg basin north of Denver, to run on natural gas as well as gasoline. It also plans to convert the company's 52 trucks in the area to dual-fuel capability by 2011. EnCana also has

bought seven Honda Civic GXs — the only car manufactured to run on natural gas — for its employees in Colorado, Wyoming and Texas to use on the job.

- Pioneer Natural Resources Co. (NYSE: PXD), based in Irving, Texas, last winter converted 25 Ford F-250s it runs in southern Colorado's Raton Basin to operate on natural gas as well as gasoline. In February, the company installed a refueling station for the vehicles.

- The Governor's Energy Office has applied for a \$10 million grant from the U.S. Department of Energy's share of the federal stimulus package to help pay for a \$27.6 million natural gas vehicle project. The money would be spent on 68 heavy-duty vehicles, such as trash trucks and buses capable of running on natural gas, and building five new natural gas refueling stations across Colorado, according to the office, which expects an answer in August.

Colorado has 18 natural gas fueling stations — 12 in the Denver area — selling compressed natural gas for as low as 80 cents for the equivalent of one gallon of gasoline.

- On July 22, EnCana is sponsoring a "Natural Gas Expansion Forum" in Rifle for panelists from the state and natural-gas-vehicle businesses to talk about the costs and benefits of converting fleets to run on natural gas. As of mid-July, about 25 people representing local nonprofits, businesses and local governments had signed up for the free forum, said Natalia Swalnick, air quality and "Clean Cities" program manager for the Colorado chapter of the American Lung Association.

"It's something that is definitely generating more conversation and interest," Swalnick said. "It's not a decision that people can make overnight."

There are about 120,000 natural gas vehicles operating in the United States, according to the Natural Gas Vehicle Association. That compares to a total of 247.3 million of all registered cars, trucks and buses, according to the U.S. Department of Transportation.

Running a natural gas vehicle produces fewer emissions, and the gas is cheaper. But the upfront costs can run into thousands of dollars per vehicle.

Natural gas-powered vehicles emit about 30 percent less carbon dioxide than gasoline-powered engines. Emissions of sulfur dioxide, nitrous oxide and volatile organic compounds that lead to harmful ozone emissions are nearly eliminated, according to the Governor's Energy Office.

The cost of natural gas is one-third less than that of gasoline, said EnCana spokeswoman Wendy Wiedenbeck, who's overseeing the company's "DRIVE Natural Gas Vehicles" (NGV) program.

State tax credits also cut the cost of buying a natural-gas vehicle or converting a gasoline-powered engine to run on natural gas.

But the upfront costs can be sizable.

EnCana's Drive program is approaching \$1 million when adding up the costs of vehicles, conversions, employee training and small refueling stations, Wiedenbeck said.

"It's an expensive thing to do; a conversion on a pickup runs about \$12,000," said Wes Biggers, president of FuelTek Conversion Corp. in Commerce City, one of six companies in the nation approved by the U.S. Environmental Protection Agency to manufacture equipment to add natural gas capability to cars and trucks. FuelTek also installs conversion equipment in vehicles.

But interest is up, particularly from the oil and gas industry, Biggers said.

"The driving industry right now [for natural gas vehicles] is the oil and gas industry," Biggers said. "I'm hearing from them that the No. 1 reason is that it can be cheaper for them to operate their vehicles, and it's another use for the product that they make.

"It's a 'practice what you preach' kind of thing," he said. "It's hard for them to stand up and say 'Drive natural gas vehicles' if they themselves don't drive natural gas vehicles."

Wiedenbeck said, "It's a win-win. Raising awareness about the benefits of natural gas at home, at work and on the road is good business. And we can't overlook the environmental benefits of natural gas in general — it's the cleanest fossil fuel. It's certainly the cleanest transportation fuel."

Is It About Time to Give Credit Some Credit? – *Chicago Sun Times* – 7/19/09

By David Roeder

The stock market rallied last week on upbeat earnings in the financial and tech sectors. Credit card issuers were among the stars of the party.

They grabbed center stage on reported declines in their delinquency rates for June. Delinquencies -- loans up to 180 days past due -- are treated as precursors of defaults, which companies write off as uncollectible. Is it time to put money on the credit sector?

Don't trust this trend any more than you would believe some come-on low-rate teaser offer in the mail.

Stocks such as American Express (AXP), Capital One (COF), JPMorgan Chase (JPM) and Bank of America (BAC) have picked up momentum, reaching levels they last saw early in the year. AXP is the best stock in the Dow Jones industrial average. Analyst upgrades have fed the trend, with Stifel, Nicolaus & Co. researchers raising earnings estimates across the sector and a Jeffries & Co. analyst saying he expects loan losses for credit cards to peak in the fourth quarter.

However, unemployment rates are still rising and retail spending lags. Real estate markets are delivering word of more foreclosures down the pike.

Look harder at the dip in delinquencies and you see the one-time effect of federal tax refunds and government stimulus checks that were issued in the spring.

Kathleen Shanley, analyst at corporate bond researcher Gimme Credit, has a realistic outlook, telling Bloomberg News that "early stage" delinquencies -- loans a month or two late -- are rising at most credit card lenders. Their performance "is going to be very highly correlated with what the economy does, what the unemployment rate is, and that we really don't know," she said.

SURVEY SAYS: Active traders are jumping back into the market, according to a survey by Charles Schwab (SCHW). The discount brokerage said eight in 10 of busy traders it does business with reported a neutral or bullish market outlook. They also report holding 30 percent or less of their assets in cash, a sign that they have an appetite for risk.

Some of this must have showed up in Schwab's second-quarter profit, which was down 31 percent but was in line with analyst expectations. The company said brokerage customers were trading more, thus sending commission revenue up 18 percent. But asset management and administration fees fell 21 percent.

Also, Insight Research Group said its survey of consumers found people were rather blase (my word, not Insight's) about their own role in the economic calamity. Only 33 percent think consumers' overspending

was part of the problem, while 87 percent lay the blame on Wall Street and the U.S. government. Insight thinks this is a sign that consumers soon will shake off their hurt and head back to the stores.

Or ... contrarian investors will take all this sentiment stuff as a sign that stocks will slap investors again over the next few months. When the "green shoots" of optimism are common and people don't own up to their own need to control spending (average credit card debt per household: \$10,679), we might see a hard "double dip" downturn.

WIND BLOWN? A year ago, oilman T. Boone Pickens set out on his public campaign behind wind energy, saying he would invest in turbines across the country's midsection. Since then, his progress has been minimal. The tight credit markets have hurt. The Washington Post said Pickens backed away from plans for the world's largest wind farm on the Texas Panhandle because he couldn't get financing for the transmission lines. That seems to be one of the biggest hurdles for this technology, generating the energy in remote regions but then getting it to the cities.

Another factor is the decline in oil prices. Wind energy needs costly oil to look like an attractive investment. Owen Vater, writing at tickerspy.com, noted that wind energy stocks are down about 40 percent from a year ago. Also, he said Pickens himself had no wind energy companies among the top 15 holdings of his BP Capital hedge fund. Instead, he favored coal and oil stocks.

TALKING TALF: Mesirow Financial said it sees opportunities in TALF, the Federal Reserve's Term Asset-Backed Securities Loan Facility. It provides loans for investors to acquire bonds backed by credit-card and auto loans and other short-term credit. Joseph Gargan, senior managing director at Mesirow, said "TALF-eligible securities are creating a whole new investment opportunity for income-focused investors," adding that the Fed's leverage is clearing access to highly rated debt.

GOLD BUG: James DiGeorgia, editor of Gold and Energy Advisory, says \$1,000 gold will be here before 2010. That's not much of a stretch, as gold is now close to \$940. But DiGeorgia predicts gold will be \$2,500 in 18 months and \$5,000 in three years. He uses the classic inflationary argument of too much printing of money by the Treasury. He recommends that 15 percent of every portfolio be invested in gold, calling it "insurance for the stupidity of politicians."

CLOSING QUOTE: "I share concerns about the vast sums being thrown at the very institutions that enabled this fiasco. I am personally disgusted by the recycling of overpaid and indisputably incompetent executives and worried about how we will ever pay the money back. However, none of us would have the luxury of these concerns if the actions taken, at lightning speed for a government, weren't working." -- Diana Joseph, chief investment officer, Barrington Strategic Wealth Management Group

Slim 'Pickens' for Wind Energy – *Chattanooga Times Free-Press* – 7/19/09

The impracticality of some alternative energy sources has caught up with Texas billionaire T. Boone Pickens.

He has spent \$60 million urging America to boost its production of wind power until it supplies 20 percent of our electricity, rather than the current 1 percent. He also has spoken of grand plans to build a \$12 billion wind farm in Texas.

But now, economic reality has set in. Mr. Pickens has halted his plans for that giant wind farm. The key reasons? For one, there were not adequate transmission lines to get the power from the remote wind farm to the places where it was needed. Building such lines is incredibly costly, and Mr. Pickens had trouble lining up the financing. Also, natural gas is so cheap that expensive wind power, which is in competition with natural gas as a source of energy, just isn't very attractive.

That is the free market at work.

Unfortunately, the federal government continues to ignore the free market by pumping subsidies and "stimulus" funds into impractical alternative energy sources. But subsidies do not make wind power competitive in any real sense. They prop it up to make it seem competitive, but in fact you're already paying more for it through your tax dollars.

Technology may someday make wind and solar power affordable. Until then, government should not distort the market to promote its energy vision.

VVC: A \$134 Million Wager – *The Advocate* – 7/19/09

By Gary Perilloux

In wooing San Diego-based V-Vehicle Co. to build cars in a vacant industrial building in Monroe, Gov. Bobby Jindal and his economic staff offered \$134 million in incentives in June.

If the project succeeds, an LSU economic forecast shows Louisiana wages gushing \$1.9 billion higher in a 15-year period because of the carmaker, known as VVC in shorthand.

But what's known about VVC?

Not much, other than there is early-stage financing by Kleiner Perkins Caufield & Byers — a famed California venture capital firm — and oilman T. Boone Pickens.

Louisiana officials went to great lengths to keep the financial and manufacturing background of VVC under wraps.

A public records request by *The Advocate* led to this revelation: Save for a brief letter, no formal records exist of a state-commissioned review of VVC.

The state Department of Economic Development, known as LED, hired a Texas consultant with A.T. Kearney — a global management firm with 2,700 employees — to do a \$16,000 review of V-Vehicle Co.'s strategy, financial backing, business plan and auto manufacturing and distribution models.

A.T. Kearney produced a generic letter for Louisiana leaders five days before the June 17 announcement in Monroe. Consultant Brian Irwin's letter is bullish on VVC. But no underlying documents are available because LED, by design, exchanged all information orally in phone conversations and in Web conference calls.

The department took no written documents into its possession to avoid disclosing any VVC trade secrets, said LED Secretary Stephen Moret, not to prevent the public from knowing more.

There's a good reason for the secrecy, he said.

"If it was up to the state, all things being equal, we'd be fine sharing everything," Moret said. "But in all the projects we pursue, companies don't want the exact proprietary nature of their business model shared."

But others aren't sure that Louisiana taxpayers, without full disclosure about VVC, should be expected to wager \$134 million in public money on a startup company that has yet to produce anything in the marketplace.

Access denied

Jim Brandt, president of the Public Affairs Research Council of Louisiana, said the state's public records exemptions for economic development deals already go too far in shielding negotiations from public view.

"We have always wanted more transparency in looking at economic development projects," Brandt said. "The exceptions they have for keeping negotiations secret until after the deal is completed continue to be problematic for us."

Louisiana Revised Statute 44:22 allows LED to keep confidential its recruitment of a business prospect for a full year; or, for two full years with a second legal announcement; or, until negotiations are concluded, whichever comes first.

The VVC case further clouds the ability of taxpayers to understand how their dollars are being deployed to woo industry — even after the fact, said Ann Heath, a PAR staff attorney.

"The end result is very little actual product that taxpayers can touch," she said.

Even after the VVC project has been publicly announced, the company's intentions remain secret about what it will manufacture with already-committed state and local taxpayer incentives. How many cars it will make also remains secret.

And VVC's model for selling the cars — considered a critical indicator of potential success or failure by auto industry experts — remains a secret. No one but a handful of insiders knows if distribution will be through existing car dealers, through Internet sites, or at retail stores.

Irwin and several A.T. Kearney colleagues were given access to such details, and they judged Louisiana's VVC investment to be a creditworthy risk.

Moret said Kearney consultants were given full access to a data room, essentially an Internet vault, containing financial and strategic plans for investor eyes only. It's access to that information, and the state's evaluation of it, that's off-limits.

"We never took ownership of proprietary information from A.T. Kearney, and asked them for a summary letter," said Moret, who engaged Kearney in a \$651,000 study of Louisiana's auto industry potential late last year. That study is still under way; it includes \$16,000 in VVC study costs.

"We felt like it was very important to have a third party look at (VVC), and it just so happened that we had already engaged the perfect party to do that," Moret said.

He said state economic development officials and Kearney consultants "had a lot of verbal discussions outside of the documents themselves." Only a 3%-page letter from Irwin emerged from those discussions. The letter endorses VVC's leadership, manufacturing and distribution plans in general, but Irwin cautions that VVC could burn through more cash than it expects to and that plans for ramping up car production as quickly as early 2011 likely are overly ambitious.

The state's decision to exchange VVC information orally through phone calls and Web conferences, leaving no paper trail, drives a wider wedge of exceptions into Louisiana's public records law, Heath said.

"I'm aware of no legal requirement that they put any type of deliberation or work product on paper," she said. "We're moving in a more technological direction in all of our communications these days. It probably will become very problematic in the future if there are no requirements that there be written documents."

VVC responds

Venture capitalists Ray Lane and John Doerr of Kleiner Perkins Caufield & Byers declined interview requests for this story. So, too, did Pickens, and A.T. Kearney.

Doerr, though, twice has been to the Louisiana Governor's Mansion, Moret said, and so, too, has a prototype of the mysterious car VVC will make. Doerr's firm made early stage investments in Compaq, Sun Microsystems, Genentech, Amazon and Google, among its successes. One in three companies it has funded has become a publicly traded firm.

"I think V-Vehicle has all of the potential that any of those companies had," Doerr said in a video on LED's Web site. "V-Vehicle is among the highest potential and most exciting new ventures that we've worked on."

State officials said they have pushed VVC out of its comfort zone. If V-Vehicle Co. had its way, the announcement in Monroe wouldn't have indicated a car company was coming — merely a manufacturer, Moret said.

"If it was up to them, they would have preferred to announce the company next year," he said.

Yet VVC wanted Louisiana cash incentives soon enough to open a production facility by October 2010, with taxpayers paying most of an \$87 million cost to expand the former Guide Corp. plant from 425,000 square feet to 750,000 square feet.

By late September, VVC will have spent \$2.5 million on the Monroe site, Louisiana will have spent \$10 million. Those numbers roughly would triple by year's end.

Ruston trucking magnate James Davison owns and will lease the Guide building to VVC. The state expects VVC to buy the facility some time in its first decade of operations. Should the business fail, Louisiana would buy the facility from Davison for \$6 million and market the property to other companies.

So protective is VVC of its vehicle plans, that the headlight and white fender shown in LED publicity touting "the next great American car company" have nothing to do with VVC. The state asked the company to supply a mythical car corner to have something to show its residents, said Joseph Fisher, a New York-based spokesman for San Diego-based VVC.

"To be honest, the state wanted something that would be evocative, that said "automobile," said Fisher, who acknowledged rampant media speculation about VVC's future car has careened wildly off course at times, as when reports suggested the LED fender image was real. "Some of them are so flat wrong, you want to call up the reporter and say, 'That's not true.'"

But VVC is resisting any urges to elaborate.

"At this time, we're just not commenting," Fisher said. "The reason we can't comment on it is you wind up getting in the testing game with people who say, 'Is it bigger than a bread box?'"

State officials say they've insured Louisiana against an early VVC failure. The company, for instance, must add \$250 million to the initial \$100 million raised by Kleiner Perkins to qualify for \$55 million in state money that would install plant equipment specific to the auto industry.

VVC wants to obtain U.S. Department of Energy low-interest financing for that \$250 million through an advanced vehicle program. The company applied for that piece of the financing puzzle several months ago, Fisher said, and hopes for an answer by year's end.

VVC contends that sufficient public figure access to the company's plans has been granted.

"From V-Vehicle's standpoint, Stephen Moret and his people were highly professional," Fisher said. "All the necessary and relevant economic developers and people involved in making this decision on behalf of the state and local communities have all been taken through the kind of briefing that the investors have been taken through, which is quite detailed and specific."

V for Victory?

The current V-Vehicle Co. Web site, a one-page view of a company logo set against a rippling U.S. flag, contains no interactive links and no information.

On the state's economic development Web site, company executives tout their American automotive design and their proposed American assembly plant in Monroe as a patriotic cause, transforming their forthcoming vehicle into a sort of "Victory Car" emerging from the shambles of a money-hemorrhaging U.S. auto sector.

Here's T. Boone Pickens in the LED video: "The automobile business will survive in America but it won't look like it did in the past."

And Kleiner Perkins principal Ray Lane: "We're thinking about, from beginning to end, how to reconstruct a car company."

There is real substance behind the illusory car images, Moret said.

"This is a company and a product that's at a very advanced stage," he said. "The supplier relationships are in place. They're just not ready to share (information) yet."

All of which leaves auto analysts nonplussed.

"Everybody seems to be scratching their head and saying, 'What the hell is it?'" said John Voelcker, editor of GreenCarReports.com.

Citing no credible sources, The (Monroe) News-Star described the vehicle as a high-mileage, gasoline-powered vehicle that will sell for about \$10,000.

Selling 5,000 to 10,000 luxury cars is one thing; trying to become the next Henry Ford by selling hundreds of thousands of low-cost cars a year is a monumental challenge, Voelcker said.

"Starting on the low end is clearly the very hardest way to go about it," he said. "One of the other unanswered questions is, is this in fact what we call a highway vehicle or might it be low-speed vehicles that right now are considered glorified golf carts?"

Such neighborhood commuting vehicles don't have to pass federal highway safety crash tests but typically can't drive on roads rated above 30 mph, he said. VVC seems to be aiming for a conventional traffic car, but succeeding on a large scale with that mission would be remarkable, Voelcker said.

"People ask me what will happen with (the \$109,000 electric car) Tesla," he said. "And my response is: 'What is the last car company in the U.S. that was funded from scratch by entrepreneurs that is still with us? The answer is Chrysler and the year is 1924.'"

That partly explains why others are going global in the changing auto landscape. In Mississippi, a federal lawsuit recently revealed that that state is pursuing a Chinese-owned, potential \$6.5 billion venture to build cars with German-supplied hybrid engines in Tunica County, the gambling Mecca just south of Memphis, Tenn.

The Hybrid Kinetic Automotive Corp. project hoped to begin building this year and hire as many as 25,000 people by 2015 in a deal being pursued by Mississippi Gov. Haley Barbour, The (Memphis) Commercial Appeal newspaper reported. An investor dispute landed the project in federal court in March.

Mississippi and Alabama were considered competitors of Louisiana in the V-Vehicle Co. deal. Neal Wade, the Alabama counterpart of Moret, didn't respond to an interview request. Mississippi officials

issued a statement after the V-Vehicle Co. announcement, in which Barbour said, "With regard to the V-Vehicle Company project, we declined to offer more than we thought was a good deal for our taxpayers."

VVC's chief executive, Frank Varasano, said at the announcement ceremony that other states offered more cash, but Louisiana's FastStart work force program, in particular, gave Louisiana the edge.

Voelcker said he believes the V-Vehicle Co. deal holds more promise than the Tunica County auto project. If it succeeds in building an inexpensive, fuel-efficient vehicle that becomes a new generation's Model T or Volkswagen Beetle, it will be because VVC pioneers a way to build a lighter all-plastic or all-composite body that can withstand crash tests; because it can ship in most parts for final assembly from a low-cost market, such as China; or possibly because it blazes a new distribution trail, selling cars through a big-box retailer, such as Best Buy or Wal-Mart, Voelcker said.

"If I had to lay money ... it would be some sort of non-steel, structural plastic or composite or resin or some combination thereof," he said.

So many unknowns make judging the odds of success an impossible task without the information granted A.T. Kearney in the state-commissioned study, said Richard Read, a New Orleans-based editor for TheCarConnection.com, a 12-year-old, Web-based business.

"I'm an optimist and I love to believe in these things," Read said. "But I can't make a statement about it, just because everything is up in the air. There's no data to back it up."

Moret contends that Louisiana leaders aren't trying to dodge state residents by keeping VVC details hush-hush. The state doesn't want to diminish V-Vehicle's chances of success by tipping off competitors in the auto industry, he said. Two other auto consultants, not hired by Louisiana, have confirmed A.T. Kearney's conclusions in the confidential study, he said.

In the end, such protection leaves taxpayers at a disadvantage, said PAR's Brandt.

"While we readily admit that there are cases where the need to protect proprietary information exists ... virtually all these cases go beyond that," Brandt said. "We are left in the dark until pretty much after the decision has been made."

BLOG/ONLINE COVERAGE

Another Ambitious Wind Transmission Project Falls – BNET – 7/17/09

By Chris Morrison

It's often said that without transmission reaching from the country's sunniest and windiest areas to cities, renewable energy won't be able to take off. Too bad none of them are actually being built. Following T. Boone Pickens' decision to drop a huge transmission project in Texas, a project called the Transmission Agency of Northern California has also given up.

I'd mentioned TANC before, because it was encountering a surprising level of opposition from the local communities through which it had to pass. Even rural counties, it turns out, contain residents who own and live on the land, and are less than happy at the prospect of massive transmission towers and power lines passing overhead.

The first signs of retreat came when the Sacramento Municipal Utility District withdrew from the project. Two other utility districts followed, making it impossible to fund TANC.

Why SMUD decided to drop out is arguable. The utility left saying that it had discovered that northern California doesn't have enough renewable resources to justify the lines. But the grassroots movement that had organized around stopping TANC would probably argue that it was their efforts that dissuaded others from the project. A journalist who had joined the opposition group gives a list of reasons in a Sacramento Press post-mortem, including the lack of notification TANC initially gave residents about the power lines, lack of transparency and mismanagement.

Without such transmission projects, it's unclear how states like California will meet high renewable energy targets. But there are some clear lessons for future attempts. One is that renewable energy should not be hurried. Huge projects need to go through the requisite years of planning and careful management of different interest groups and local populations.

In the meantime, the review process for TANC has not completely halted; the Western Area Power Administration, a federal agency, was seeing TANC through the loan process and has not yet pulled out. But without someone else picking up the torch for planning, it's unlikely this line will ever be built.

Is Hydrogen the Best of the Green Fuels? – Seeking Alpha – 7/20/09

By Mike Johnston

Currently, the U.S. and most of the world is in what would be called the fossil fuel economy. The majority of our power source is from oil, natural gas, coal, and petroleum products. We need energy to keep our world and society running; however, fossil fuel energy also creates problems such as pollution, climate change and imported oil dependence.

The large market and sharply rising prices in fossil fuels have stimulated great interest in alternate, cheaper means of hydrogen production. A recent ExxonMobil (XOM) ad introduces the concept of an on-board fuel reformer for vehicles. These devices combine water and oil (or another feedstock) to produce hydrogen fuel for the vehicle. The energy source needed may be in the form of wind, oil, nuclear as well as concentrated solar thermal. Moreover, hydrogen has been identified as a key future fuel for low carbon energy systems such as power generation in fuel cells and as a transport fuel.

The estimated costs for producing and delivering hydrogen to the fueling station using today's technologies vary from \$2.10/gallon of gasoline equivalent (gge) to \$9.10/gge, before taxes. According to a National Academy of Engineering 2004 estimate, projected costs using future technology if current R&D efforts are successful would reduce the cost of hydrogen to the range between \$1.75/gge to \$4.25/gge. Thus hydrogen is expected to be competitive with gasoline per mile driven.

In a pure hydrogen economy, the hydrogen must be derived from renewable sources rather than fossil fuels so that we stop releasing carbon into the atmosphere. While it's likely to be many years before a pure hydrogen economy can be achieved due to infrastructure and storage issues, a mixed hydrogen economy scenario, where all energy sources coexist to produce a single form of fuel, could be a forerunner to this as sustainable, and more environmentally friendly.

This mixed hydrogen economy scenario has the benefit of reducing not only pollution, but also greenhouse gas and oil dependence. In addition, hydrogen is the only fuel which can be produced by essentially the same process from a variety of domestically available feedstocks such as oil (petroleum), vegetable oil, biomass, alcohol, natural gas, and biodiesel. Even sugar and coal become players in the transportation fuel sector in this scenario. Having this variety of choices when you make hydrogen is part of what makes hydrogen a universal fuel.

The transition to hydrogen fuel produced from multiple feedstocks would create a near perfect competition in the vehicle fuel sector. Producers would have to compete for market share as hydrogen

becomes a generic commodity. This could also drive the R&D of new technologies as producers strive to stay cost and product competitive. In addition, we will have a more distributed production network since hydrogen can be produced anywhere that you have electricity and water.

Hydrogen production is already a large and growing industry. Although the world hydrogen production is not monitored, but based on various estimates, it is around 45 million metric tons a year, with about 20-25% produced in the U.S. The historical growth rate is estimated to be around 10% per year. As of 2005, the economic value of all hydrogen produced worldwide is about \$135 billion per year.

Currently, global hydrogen production is 48% from natural gas, 30% from oil, and 18% from coal; water electrolysis accounts for only 4% (see Graph). Over 95% of the hydrogen in the U.S. is made from natural gas. Each year, the United States uses more than 9 million tons of hydrogen, 7.5 million tons of which are consumed at the place of manufacture. The remaining 1.5 million tons are considered to be "merchant" hydrogen, or hydrogen that is sold. Today, most of this hydrogen is used as a chemical, rather than a fuel. As hydrogen moves from these large industrial uses to something that you and I commonly use to fuel our businesses, homes, electronics and vehicles, other resources besides natural gas are expected to be used.

The recent proposal by the Pickens Plan to switch heavy trucks to natural gas is a step toward hydrogen as it puts gaseous fuels into common usage. A natural gas truck system can also run on hydrogen fuel with different storage tanks. In addition it is really the only readily available alternative fuel for the freight transportation sector since electric or fuel cell truck technology will take longer to come to market compared to passenger cars.

Most countries currently reliant on fossil fuels are investing heavily in hydrogen development programs. For example, several years ago, the Indian supreme court mandated that all public vehicles in Delhi, should be converted to run on compressed natural gas (CNG) as a means to fight the rising pollution problem. Currently, in India, five major auto makers, Tata Motors (TTM), Bajaj Auto, Mahindra & Mahindra, Ashok Leyland and Eicher Motors, are collaborating in a project to create an optimal mix of hydrogen and compressed natural gas (CNG). The hydrogen blend will reduce NOx and particulate emissions by about 50%. The hydrogen is four times the cost of CNG but has three times the specific energy, so the improved mileage is expected to mitigate most of the cost.

Hydrogen does have the same issue as the CNG sector, i.e., the lack of transporting, distributing and storing infrastructure, as described in my article - Investing in the Picken's Plan, One Year Later. In addition, hydrogen has another major challenge - generating enough electricity without using more fossil fuels to produce the product. Nonetheless, hydrogen is one of the more developed sub-sectors within the green tech sector, and could potentially offer faster returns on investment as it is most likely to be widely adopted.

Although hydrogen seems well positioned to ride the green wave, in the current environment, it is more prudent to capture the potential upside of the sector with the more established and diversified players like Royal Dutch/Shell (RDS-B), General Electric (GE) and Siemens (SI) as opposed to the small pure players like Hydrogenics (HYGS) and FuelCell Energy (FCEL).

BROADCAST COVERAGE

1. Bloomberg News
Bloomberg (---) National
07/17/2009 04:00 PM - 05:00 PM

DMA: N/A

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

[CC] 00:19:50 There has been a lot of growth and may be some economic growth in the Louisiana. There has been a lot of building and a lot of infrastructure being promoted. We do have some regional disparities that you will notice. Good to break down. Thank you. Thank you, you too. **T. Boone Pickens** looking for new investors for his hedge fund. 00:20:16

[CC] 00:23:05 (guest is Max Wolff)...according to 2 people...**T. Boone Pickens** is raising money and looking to expand his equity fund. He is looking to expand into the **energy** funds, what kind of flows are we seeing in this area? We have seen a lot from the retail and alternative investment phase. He might be exempt in this process. We have seen space in our tracking format go up. This is not so shocking. A lot has to do with performance. This does come to attract people. We have seen a lot of momentum which we tend to caution our clients on. You have to be careful about that, right? We are paid not to be wooed by headlines. Are you worried about this? We are a bit concerned because we expect to see a dramatic change in the **energy** a lot of the people coming in will have to stretch for smaller profits. The easy money has been made. > **T. Boone's** hedge funds are up this year. **Energy** is very volatile. Absolutely. It is moved around by local and global politics. This is where there is a huge outperform and it might be an opportunity to keep risk. That is where our investors tend to do this and this is where we caution our clients. In terms of your favorite investors, what are they doing? 00:25:03

2. Bloomberg News
Bloomberg (---) National
07/17/2009 03:00 PM - 04:00 PM

DMA: N/A

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

[CC] 00:00:01 **Boone Pickens** is looking for new investors for his hedge fund. It is up only 79% so far this year. 00:01:35

[CC] 00:23:35 **Oil** prices are moving higher this afternoon. Part of the reason why, construction of single-family dwellings jump, signaling the worst of the recession is over, so do you want to invest with billionaire **Boone Pickens**? He is raising money for fund. Over the past after taking big losses. The number who used to be 4 billion, but a fall in **oil** led to big losses. **Pickens** started BP Capital in 1987 with \$36. He made his of the largest independent **oil** and gas producers. Let's go back to the chief investment officer. Bret, we were talking about some of your players, so you say avoid **energy** and utilities. ... 00:25:57

3. Bloomberg News
Bloomberg (---) National
07/17/2009 01:00 PM - 02:00 PM

DMA: N/A

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

[CC] 00:49:04 And **T. Boone Pickens** is looking for investors for his hedge fund, according to people familiar with the matter. 00:50:17

[CC] 00:55:20 Why invest with **T. Boone Pickens**? If you have enough money, he is looking for you. 00:56:50

4. Bloomberg News
Bloomberg (---) National
07/17/2009 12:00 PM - 01:00 PM

DMA: N/A

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

[CC] 00:57:01 What will happen to CIT? Lenders likely to file for bankruptcy. Will it sell-off its assets? **T. Boone Pickens** is looking for investors. You can find that story and all the latest market numbers on our website. 00:57:24

5. The Hunt For Black Gold (Rebroadcast)
CNBC (---) National
07/19/2009 08:00 PM - 09:00 PM

DMA: N/A

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

[CC] 00:36:10 Definitely the situation is changing very rapidly. And it's not changing in favor of the United States and the major **oil** companies. Plus, talking about biting the hand that feeds you. We can switch our cars to **natural gas** and stop sending our dollars to foreign countries. **Boone Pickens** rails against the business that turned him into a billionaire. You haven't had a plan for 40 years. There's been no **energy** plan ... 00:38:12

[CC] 00:50:16 We need to be doing everything, and people need to be realistic also, and this is also what kind of scares me about biden and obama also, is that it seems to be almost an naive notion of theirs that we can jump into a renewable supply of **energy** to feed hungry markets across our nation when these renewables are not yet proven to be economic nor reliable. Even a man who made his fortune in **oil**, billionaire **Boone Pickens**, knows we have to change. He's spending lots of time and money preaching **energy** reform. Why is it that we haven't had an **energy** policy, and do you expect we will have an **energy** policy? Perhaps the **Pickens** plan come into play in the coming administration? Cheap **oil** kept the plan away and now things have changed. People now, I believe I did awaken the American people, I did inform the American ople that we have a crisis and it's **energy**. So how will we do it and how will we break free from **oil**'s powerful grip? In addition to drilling in Alaska and in the gulf of mexico, will we have the courage to put as much **energy** into real alternatives? Go through the most important items in the **Pickens** plan? I want to get **wind** and solar started. I want renewables, and the reason it hasn't happened is because we've had cheap **oil**. But now I think everybody understands, cheap **oil** is dangerous. We can't do it. Security's a problem for us. You've said you would like to see something similar to the Manhattan Project? I think that the Manhattan project in a very brief period of time transformed our relationship with technology. We really went from being a backwards country to a modern one in the course of world war ii. We have to do the same thing now. 00:51:52

6. CSPAN-1 Schedule
CSPAN 1 (---) National
07/17/2009 10:00 AM - 12:00 PM

DMA: N/A

[CC] 01:51:21 ...The measure would promote the use of better science to determine whether the amount of range that is available to wild horses is capable of sustaining them. This would be accomplished through maintaining a valid inventory of the wild horse population on the range and the establishment of appropriately scientifically based methodologies to determine management levels. Second, the pending bill would increase the amount of range available to wild horses, including through private lands controlled by enties seeking to establish sanction wears. Many have heard about the **Pickens** Plan. And I'm not talking about the **T. Boone Pickens** plan, the one dealing with **wind** and solar **energy**. 01:53:10

7. The Journal Editorial Report (Rebroadcast)
Fox News Channel (---) National
07/18/2009 11:00 PM - 11:30 PM

DMA: N/A
Spot Cost: \$6,580
Est. Audience: 538,361

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

[CC] 00:11:35 ...East Germany was incorporated into West Germany. So it had very little to do with Kyoto what happened in Europe. What you also saw was the main people gaining from Kyoto, who was that? That was the **energy** companies in Europe. They got all the permits for free. But they charged the consumers. So they made tens of billions of euros every year from Kyoto. So thi is something you call the climate-industrial complex. What do you mean when you talk about this. This is a relationship between

business and government on this kind of climate legislation. Give me an example? The problem, of course, there is a lot of companies that going to make a lot of money. Immelt f rom GE, General Electric, he would like us to buy more **windmills** and **T. Boone Pickens**, so of course they say climate is terrible. They told us we were going to see eight story high sea level rises which is beyond anything that Al Gore has been claiming. You want to buy into cap and trade. If yo talk to some of the ceos they say we have no choice to play ball with the government because if we don't play, we're on the menu. So we have to protect our shareholders and if they are going to tax us or limit what we can do, we have to fight and lobby to get some kind of benefits that we can offset those costs. What is wrong with that? You are absolutely right. ... 00:13:21

8. The Journal Editorial Report
Fox News Channel (---) National
07/18/2009 02:00 PM - 02:30 PM

DMA: N/A
Spot Cost: \$7,233
Est. Audience: 771,800

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

[CC] 00:11:54 ...East Germany was incorporated into West Germany. So it had very little to do with Kyoto what happened in Europe. What you also saw was the main people gaining from Kyoto, who was that? That was the **energy** companies in Europe. They got all the permits for free. But they charged the consumers. So they made tens of billions of euros every year from Kyoto. So thi is something you call the climate-industrial complex. What do you mean when you talk about this. This is a relationship between business and government on this kind of climate legislation. Give me an example? The problem, of course, there is a lot of companies that going to make a lot of money. Immelt f rom GE, General Electric, he would like us to buy more **windmills** and **T. Boone Pickens**, so of course they say climate is terrible. They told us we were going to see eight story high sea level rises which is beyond anything that Al Gore has been claiming. You want to buy into cap and trade. If yo talk to some of the ceos they say we have no choice to play ball with the government because if we don't play, we're on the menu. So we have to protect our shareholders and if they are going to tax us or limit what we can do, we have to fight and lobby to get some kind of benefits that we can offset those costs. What is wrong with that? You are absolutely right. ... 00:13:39

special prize, a handy snack, I call it fudge, you will get it shortly in a shoe box. 00:53:35

9. The World Of John Williams
WGN-AM 720 (IND) Chicago
07/20/2009 05:00 AM - 06:00 AM

DMA: 3
Spot Cost: \$636
Est. Audience: 105,800

00:26:00 and right now the price of oil up a dollar - sixty four dollars fifty cents ...pushed higher because of the stock market that makes it tough to swallow the fact that it costs less than five dollars to get a barrel of oil to the surface in Saudi Arabia and you wonder to yourself how does it get so expensive..we are going to talk to **T Boone Pickens** at 7:12 about that and wind .. I talked to him about five months ago when he was so gung ho on teh wind. Now of ocurse he has 600 turbinesfore sale becuase he has cancelled plans on those Texas wind farms....costs to much to get the transmission lines 00:27:59

10. KY3 News At Noon
KYTV-TV CH 3 (NBC) Springfield, MO
07/17/2009 12:00 PM - 12:30 PM

DMA: 74
Spot Cost: \$293
Est. Audience: 59,794

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

[CC] 00:11:28 And what's keeping **oil** tycon **t. Boone Pickens** from building a mega **wind** farm. 00:12:10

[CC] 00:18:31 An **oil** tycoon is rethinking his plans to build a mega **wind** farm in Texas. And how walnut growers can prepare for a heat wave. Scott Kinrade takes us in the country. The collapse of capital

markets and a steep downturn of **natural gas** prices has **T. Boone Pickens** rethinking the timetable for development of the largest **wind** farm in the **nation**. A spokesperson for **Pickens' BP** Capital Management says the Texas businessman remains committed and focused on developing **wind energy** in the U.S. , but the timing is not as aggressive as originally outlined. The project, called Mesa Power, was also unable to borrow the two billion dollars necessary for transmission lines to link the **wind** farm to the Texas grid. Now, **Pickens** will wait for the state to put the transmission lines in, which will invariably be slower than what the group was planning. 00:20:26

11. News Channel 4 At Noon
KTIV-TV CH 4 (NBC) Sioux City
07/17/2009 12:00 PM - 12:30 PM

DMA: 149
Spot Cost: \$164
Est. Audience: 20,572

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

[CC] 00:12:24 An **oil** tycoon is rethinking his plan to build the largest **wind** farm in the country. We'll have that story next on our trip in the country. In the country today, the **wind** dies down around plans for a mega **wind** farm in the lone star state. And, preparing for a heatwave. Here's Scott Kinrade. The collapse of capital markets and a steep downturn of **natural gas** prices has **T. Boone Pickens** rethinking the timetable for development of the largest **wind** farm in the **nation**. A spokesperson for **Pickens' BP** Capital Management says the Texas businessman remains committed and focused on developing **wind energy** in the U.S. , but the timing is not as aggressive as originally outlined. The project, called Mesa Power, was also unable to borrow the two billion dollars necessary for transmission lines to link the **wind** farm to the Texas grid. Now, **Pickens** will wait for the state to put the transmission lines in, which will invariably be slower than what the group was planning. 00:15:34

12. KTAB Daybreak
KTAB-TV CH 32 (CBS) Abilene/Sweetwater
07/20/2009 05:30 AM - 06:00 AM

DMA: 165
Spot Cost: \$20
Est. Audience: 4,036

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

[CC] 00:12:36 And, **T. Boone Pickens** has decided to delay his plans to develop a **wind energy** power grid across Texas, we'll have that story when we find out what's happening in the country. 00:14:17

13. West Texas At Five
KLST-TV CH 8 (CBS) San Angelo
07/17/2009 05:00 PM - 05:30 PM

DMA: 196
Spot Cost: \$183
Est. Audience: 9,101

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

[CC] 00:23:25 But first here's a look in the country, the collapse of capital markets and a steep downturn of **natural gas** prices has **T. Boone Pickens** rethinking the timetable for development of the largest **wind** farm in the **nation**. A spokesperson for **Pickens' BP** Capital Management says the Texas businessman remains committed and focused on developing **wind energy** in the U.S. , but the timing is not as aggressive as originally outlined. The project, called Mesa Power, was also unable to borrow the two billion dollars necessary for transmission lines to link the **wind** farm to the Texas grid. Now, **Pickens** will wait for the state to put the transmission lines in, which will invariably be slower than what the group was planning. 00:24:24