



## T. Boone Pickens Media Coverage 3.6.10-3.8.10

### Total of 32 Placements

&#61623 Print: 8  
&#61623 Blog/Online: 11  
&#61623 Broadcast: 13

### Coverage Summary:

An interview with Pickens was included in the *Wall Street Journal's* special section on its ECO:nomics conference. In the interview, Pickens discusses the abundance of natural gas and its ability to reduce our dependence on foreign oil by converting eight million 18-wheelers to run on the fuel. He also discussed his updated plans for the wind turbines he's ordered from GE. Several interviews with Pickens can be found here accompanying the piece:

[http://online.wsj.com/article/SB10001424052748704869304575103891826884942.html?mod=WSJ\\_hpp\\_MIDDLENexttoWhatsNewsTop](http://online.wsj.com/article/SB10001424052748704869304575103891826884942.html?mod=WSJ_hpp_MIDDLENexttoWhatsNewsTop)

Pickens' push for natural gas as a transportation fuel was also included in a second *Wall Street Journal* article that gave an overview of the ECO:nomics conference.

In an interview with the *National Journal*, Sierra Club's Carl Pope mentioned Pickens' plan to provide incentives to encourage the greater use of natural gas and how this would lessen the amount of oil we are importing.

The *East Valley Tribune* published a letter to the editor urging leaders to support the NAT GAS Act and stop spending \$573,000 per minute on foreign oil.

ANGA executive vice president is quoted in a *Fort Worth Business Press* article discussing the abundance of natural gas and the need to increase its usage.

### Highlighted Placements (Full Articles Below)

&#61623 **Keep on Trucking** – *Wall Street Journal* – 3/8/10  
&#61623 **ECO:nomics: Creating Environmental Capital** – *Wall Street Journal* – 3/8/10  
&#61623 **Harness The 'Drill, Baby, Drill' Anger** – *National Journal* – 3/5/10  
&#61623 **Support Nat Gas Act, Pickens Plan** – *East Valley Tribune* – 3/7/10

### Notable Natural Gas/Wind Coverage (Full Articles Below)

&#61623 **Electricity Generation: Gas Producers Take On Coal** – *Fort Worth Business Press* – 3/8/10  
&#61623 **Clear Skies Ahead For Colorado Clean Energy** – *GetSolar.com* – 3/7/10  
&#61623 **Plentiful Great Plains Power Blows in Opponents From All Corners** – *NY Times' ClimateWire* – 3/8/10

### Print Placements (Full Articles Below)

&#61623 **Point Of View: Clean Tech And The Promises For Tomorrow** – *Dow Jones* – 3/5/10  
&#61623 **Arrow Engine Adapts Product For Compressed Natural Gas** – *Tulsa World* – 3/6/10  
&#61623 **Democrats In Washington In A Chase To Find That Elusive Unity: Joe Frolik** – *Cleveland Plain Dealer* – 3/6/10  
&#61623 **Where Are Today's Big Dreams For Our Future?** – *Ventura County Star* – 3/7/10

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

- &#61623 **Green Living With Ed Begley Jr.** – *CNN's Eco Solutions* – 3/8/10
  - o *CNN International*
  - o *WIBW*
- &#61623 **T. Boone Pickens Is Back to Backing Wind Power** – *Seeking Alpha* – 3/7/10
- &#61623 **Boone Pickens: U.S. Will Have Energy Plan by Memorial Day** – *Wall Street Pit* – 3/5/10
- &#61623 **Natural Gas** – *The Motley Fool* – 3/5/10
- &#61623 **T. Boone Pickens Planning a New Wind Farm (500 MW), But Not in Texas Panhandle** – *Treehugger* – 3/5/10
- &#61623 **Stimulus Funding Spurs Advanced Battery R&D For Hybrid Electric Vehicles** – *Phoenix Green Business Examiner* – 3/5/10

## HIGHLIGHTED COVERAGE

### **Keep on Trucking** – *Wall Street Journal* – 3/8/10

*T. Boone Pickens is more convinced than ever that using natural gas to fuel transportation is the smart way to go*

Even in the volatile world of energy markets, T. Boone Pickens has a reputation for being unpredictable. The longtime oilman became an advocate of alternative energy in recent years, with plans for a huge wind farm in the Texas panhandle—plans he's been forced to rethink some.

More recently, he has funded a national media campaign to reduce U.S. dependence on foreign oil, and has sponsored legislation in Congress to subsidize trucks that run on natural gas—a less expensive and cleaner fuel than oil, and one that is present in the U.S. in plentiful supply.

He and The Wall Street Journal's Jeffrey Ball discussed such matters. Edited excerpts of their conversation follow.

JEFFREY BALL: At some point you departed from many of your brethren in the oil industry. What got you launched on this campaign?

T. BOONE PICKENS: I kept seeing people that ran for president, Republican or Democrat, say, "Elect me and we'll be energy-independent."

I thought, really, is this going to just happen? Or do you have a plan? And I blame you, the media, that they never held these people to that remark.

I struggled with it, and my wife had to hear it and hear it and hear it. I woke her up in the middle of the night, and I said, "Madeleine, the American people have to see this, understand it. I'm going to spend some money to explain the story, then I'm going to explain the solution." So, I spent \$62 million, and that very simply is the deal. Madeleine did say, "I'm sure you're going to be the one that's going to do this. But let's go back to sleep. Do it in the morning."

MR. BALL: It doesn't feel like an acute crisis to most people. You have loads of people following you on Twitter. You have lots of people showing up to your speeches. And yet you're banging your head against a wall on a lot of this stuff.

MR. PICKENS: No, I think I've made good progress. The American people are concerned. I've got 1,627,000 people signed up with me, and I do have a great amount of following, and we've been running focus groups. There's no question that the American people hate it that we import so much of our energy. They are concerned about OPEC. I think I have created that concern, that we're importing five million barrels a day from the enemy. We look stupid doing it.

MR. BALL: Are they willing to pay much more, or are they willing to change their behavior?

MR. PICKENS: It's not more expensive. My plan is cheaper. We only have one resource in America that will replace foreign oil, and that's natural gas.

MR. BALL: Talk about how you'd use natural gas in transportation. As I understand your plan, it's based on the notion that 18-wheelers and smaller trucks would run on natural gas. You'd have some limited number of fueling stations placed strategically around the country.

MR. PICKENS: That's it. The technology has been there for years. There are 12 million vehicles in the world today on natural gas. And we are the largest in natural-gas reserves in the world. Four thousand trillion cubic feet of recoverable gas. J.P. Morgan put out a report the other day of eight thousand trillion, but that is gas in place. And I say we can get 50% of it. We have the technology for that.

The fuel is cheaper; it's cleaner; it's abundant; and it's ours. I mean, we are going to go down in history as the dumbest crowd that ever came along. Don't try to do 250 million vehicles in America. Just do eight million 18-wheelers.

MR. BALL: And what would be the cost of the federal subsidies that you'd need—the tax breaks that you'd need to get those trucks on the road?

MR. PICKENS: The legislation is written. The subsidy is \$65,000 of tax credit.

MR. BALL: Per truck?

MR. PICKENS: Per truck.

MR. BALL: There have been questions raised about the perforation of the rock to get down to the gas, and the effect that might have on polluting aquifers, and the amount of water necessary to get at that gas. There have been big fights in New York and Pennsylvania about this.

MR. PICKENS: Show me an aquifer that's been damaged. And you're talking about the water: 90% of it is recovered and used again. Rex Tillerson, CEO of Exxon, testified before Congress a month ago. He said there have been over a million wells drilled in the last 50 years, and there is no evidence of any aquifer being damaged.

MR. BALL: You talked a lot about wind last time you were here. And there have been some developments in that plan, right? In January you said that investment realities had changed. You were essentially backing away from the plan to put all the turbines that you had ordered from GE in Texas—about 650 turbines. So where are you going to put the turbines?

MR. PICKENS: We had bought those turbines from GE. We negotiated, it was 1,000 megawatts and we reduced it to 500 megawatts, which is 324 turbines. The answer is scramble. You've got to find someplace to do those. I was going to do it in the Texas panhandle, and transmission got very, very complicated. We won't have transmission in there until 2013. But we'll be installing turbines this year.

I can tell you, from Roscoe, Texas, to the Canadian border, that is the best wind area in the world.

MR. BALL: I've read suggestions that because of what's happened on wind, basically you have great aspirations but you're not following through.

MR. PICKENS: I'd say that I've got to get a better market than I have now, but I think I will be back just as enthusiastic when that happens. You can't really get started now because wind is priced off the margin, and the margin is natural gas. So you're sitting here, gas at \$4.50 and you've got to have—you can squeeze it at \$6, but \$7 will make the wind work.

MR. BALL: So wind's got a while to go to wait out gas prices?

MR. PICKENS: It does. You have some special situations, producers, where you can finance it. But what an opportunity for us Americans to start to move over to natural gas as a transportation fuel, when it's a fraction of what foreign diesel is.

MR. BALL: Just to be inelegant here, just to raise something that a lot of people raise, does this have anything to do with Boone Pickens's own gas holdings?

MR. PICKENS: Gas holdings? Sure, I've got interest in gas companies. What else can I say. Yeah, that's my business. I mean, that's what I know. I'm a geologist, and gas and oil is it. When you said I got out of

the oil business, that's not true. And the reason why you've got to keep me in the oil business: I do not want to be identified as a wind man or a gas man. I much prefer to be called an oilman.

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### **ECO:nomics: Creating Environmental Capital – *Wall Street Journal* – 3/8/10**

By Jeffrey Ball

One thing is certain in the race for a cleaner energy system: Nothing is going to be certain for quite a long time.

In Washington last week, the Obama administration abandoned the long-running plan to bury nuclear waste below Nevada's Yucca Mountain, another potential barrier to new nuclear power plants in the U.S. Big questions loom about the viability of electric cars and of futuristic power plants that would shoot their greenhouse-gas emissions underground instead of skyward. And concerns about unintended environmental consequences are thwarting plans for wind and solar farms from Wyoming to the Mojave Desert.

Don't expect clarity from the government, the financial world or even the scientific lab, said the chief executives and entrepreneurs who gathered last week at ECO:nomics, The Wall Street Journal's third annual conference on the business of the environment. But, they advised each other, don't dally in trying to dominate the new energy market, because the spoils will go to those who exploit the uncertainty the best.

When the Journal held the first ECO:nomics conference, in March 2008, things seemed clearer. Oil prices were high, investors were showering money on renewable-energy developers, and federal lawmakers were pushing to limit emissions of carbon dioxide and other greenhouse gases. The Intergovernmental Panel on Climate Change recently had won the Nobel Peace Prize for a report concluding that global warming was "unequivocal" and was "very likely" caused by human activity, so the debate over climate science appeared largely done.

All that has changed. Oil prices, though rising again, are just above half their mid-2008 highs. Tough economic times are pinching clean-energy investment and prompting new opposition to a mandatory carbon cap. And the IPCC has said it will appoint an independent committee to investigate questions raised recently about its widely watched climate-science reports

"It's frustrating, but scientists are human beings," Energy Secretary Steven Chu said at the conference. Society has produced "a greenhouse-gas layer that is absolutely, positively due to humans," he said, but the precise impacts remain unclear. "The uncertainties are quite large."

The uncertainties about what technologies might slash greenhouse-gas emissions remain just as big.

Consider just the race for an alternative to the petroleum-powered car. Peter Voser, CEO of Royal Dutch Shell, predicted that by 2050 electric cars might account for 40% of autos worldwide. T. Boone Pickens, oilman-turned-energy reformer, said the government should subsidize big trucks that burn natural gas. And Craig Venter, a self-described "life designer," is trying to make fuel from newly created organisms that consume CO<sub>2</sub>.

Each of these options could become a disruptive technology—something that really rocks the world. It will take years to know. The action playing out amid this uncertainty is today's real energy shift.

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### **Harness The 'Drill, Baby, Drill' Anger – *National Journal* – 3/5/10**

By Margaret Kriz Hobson

Will public outcry over high gasoline prices help resolve the climate-change debate in Congress? Sierra Club Executive Director Carl Pope thinks so. He argues that oil prices will rise this summer, just as they did in the summer of 2008, and will completely shift the political dynamics of climate-change negotiations on Capitol Hill.

According to Pope, the debate has focused primarily on curbing the greenhouse gases emitted by power plants. But if pump prices soar, he says, Americans will shift their focus to transportation costs and demand once again that Washington lower oil imports and make the nation more energy independent. Advocates of climate-change legislation should harness and channel that "Drill, baby, drill" sentiment into a push for energy independence and climate-change legislation, he contends, by emphasizing American energy solutions such as electric cars and domestic clean-fuel production.

"At any given time, there is a prevailing wind from the country, and soon that prevailing wind will be about energy independence and gasoline," Pope said. "The energy-independence hurricane will hit the city in June. We've been through this storm before. But we didn't anticipate it last time. Now I'm saying we can anticipate it. We need to set the sails" by that political wind, he said, and advocate policies that cut oil use and greenhouse-gas emissions.

For the past 18 years, Pope has headed the San Francisco-based environmental group, and he is now transitioning to a new role as the Sierra Club's executive chairman, where he'll focus primarily on climate change. Michael Brune, the former executive director at the Rainforest Action Network, is taking Pope's job. The following are edited excerpts from a National Journal interview with Pope.

NJ: You see some shifts on the horizon for the climate-change debate. What are they?

Pope: The conversation that Congress has been having about energy and climate over the last year is largely a utility-focused conversation. And, in my view, that is about to be completely replaced by a transportation-focused conversation.

The fact is, Americans are happy with their electricity. But the American people are not happy with their transportation fuels, with oil imports and gas prices. Since Barack Obama became president, the price of oil has gone up about \$28 a barrel. And the price of gasoline will continue to go up.

Yes, Americans have been buying more-efficient cars; yes, we had cash-for-clunkers. But there are still tens of millions of Ford Explorers and Jeep Cherokees out there on the road with people whose mortgages are under water, and all of a sudden their vehicles are going to be under water.

Now, we know what the Republican leadership is going to say: "Drill, baby, drill." You can run the numbers -- drilling wouldn't do anything [to cut U.S. imports]. The response from the Democrats has been to say, "Let's have electric cars. Let's have a biofuels mandate." But we use almost as much oil to make the biofuels as the conventional fuels they displace. So you have this interesting landscape in which nobody has made a robust response. I think the reason is, quite literally, everybody thought it was really hard to fix.

NJ: What are the most promising ways to cut domestic oil imports?

Pope: [Sen.] John Kerry [D-Mass.] asked EPA, What would happen if we had achievable regulatory mandates to reduce our imports of oil? EPA came out with the answer. They looked at a series of things - - nothing that anyone would look back at and say we can't do. There's nothing here to give anybody heartburn.

They're suggesting getting 14 percent of the cars to run on electricity by 2030; that would require a much greater penetration of both conventional hybrids and plug-in hybrids. They're calling for better integration of trucking and railroads. They're suggesting partially electrifying the railroads -- not completely, but more

of them, the way they have in Europe. You would save 6.7 million barrels of oil a day. It completely eliminates our need to import any oil from outside of North America.

"With an energy-independence bill, you'd have to explain to the public why you aren't voting for this." -- Carl Pope

And you could cut another 2.3 million barrels a day by actually doing what [T.] Boone Pickens would like to do, which is provide incentives to get a [natural-gas car and truck fueling] infrastructure in place and to build natural-gas-fueled trucks. And then you could say that if you buy a truck after a certain date, it must be fueled with natural gas. Together, these steps would save about 9 million barrels a day out of our projected imports by 2030. Right now, we import about 10 million barrels of oil a day.

I don't want to say that we can actually get rid of 90 percent of our oil imports. But if we start getting rid of any meaningful proportion, we'd actually have an economic and technical capacity to genuinely become energy independent.

NJ: How would you implement those initiatives?

Pope: To make it happen fast, you have to generate some revenues. There are costs at the front end of this. And this is tied to the fact that we have to re-examine the whole way we finance the transportation infrastructure. Instead of having a gasoline tax, let's say we'll have an energy-independence fee. We're going to levy it on all oil-based fuels. It's going to be a little bit bigger [than the current gasoline tax]. And it's going to be used for transportation infrastructure, electrifying the railroads, and doing the battery technology research for electric cars, and for developing the infrastructure for compressed-natural-gas trucks.

We could seek to achieve a specified rate of reduction in the use of oil in the American economy. And we could give the president the authority to put in place the necessary mechanisms to achieve it.

NJ: Are you suggesting this approach instead of a bill to directly address climate change?

Pope: This would be part of climate-change legislation. I will say this as a prediction: By June, the [climate-change] conversation will not be about utilities. It'll be about transportation.

NJ: How would you control greenhouse-gas emissions from electric utility companies?

Pope: It's actually easier for Congress to do something about the utility sector if the transportation sector is driving this. To move something big in this town right now, you need a storm. I think that the storm is going to be energy independence and oil prices.

NJ: Energy analysts say that Democrats have only a few months to complete work on climate-change legislation. If the debate stretches into late summer, they argue, it could hurt Democrats in November. Do you agree?

Pope: The timing problem applies only if you are trying to pass a climate bill that you have to explain to the public why you are voting for this. There's not a huge public outcry for action on utilities. That was something that Capitol Hill is doing because they think it would be good public policy, not because they think it's good politics.

But as oil prices rise, suddenly they're going to be faced with a political imperative on energy independence. With an energy-independence bill, you'd have to explain to the public why you aren't voting for this. It becomes a vote that people want [lawmakers] to cast.

The transportation sector will be the driver. And then the rest of the climate stuff probably gets pulled along with it. Then the utility provisions will become like a motorcycle; the smart motorcycle drivers get in

behind big 18-wheelers and ride the draft. I think the utility reforms get in the draft of the transportation fuels.

NJ: But right now only a few people on Capitol Hill are focused on transportation, right?

Pope: That's [how it seems] because you are in Washington. You've got a huge array of Capitol Hill staff and lobbyists who've been working on the utilities issues. And they are trying to solve the problem that they were handed after the 2007 Energy Act passed. Those are utility problems. But their bosses are listening to what's happening back home in Dubuque. And, increasingly, what's going to be happening in Dubuque is going to be about oil. That's what's going to change what happens in Washington.

NJ: Isn't public support for climate-change legislation declining?

Pope: The public's frame right now is, "Goddamn it. Washington is not doing squat about energy independence." That's the public frame. "You people are leading this country down the tubes because you're not doing anything."

But energy independence is a much better place to create bipartisanship than climate. Because for Republicans, they have part of their base that actually doesn't believe in climate change. But if you poll the "tea party" movement about energy independence and about whether we should be importing oil from Saudi Arabia, you'd probably get stronger numbers than you would from Democrats.

By Labor Day, Democrats in Congress need to be framing themselves as offering solutions and framing the Republicans as obstructing solutions. If they do that, they still might not be able to get climate-change legislation this year. The Republicans might be able to block things. But then the Republicans would be wiped out by the election.

So there are actually three pathways we could go down. We could write legislation, which would be good for the country, and we might get nothing done, but we begin the fight. Second, the Democrats could offer a clear alternative on energy independence. And the third option is, nothing gets done and the Democrats never manage to present clear choices and the country is in deep shit.

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### **Support Nat Gas Act, Pickens Plan – *East Valley Tribune* – 3/7/10**

It's time our leaders step up and show us, are they for us or foreign oil? They need to pass The Nat Gas Act and support other American alternative fuels. If they aren't a co-sponsor, where's their plan?

If they don't have one, they had better sign on to the Boone Pickens Plan or we will assume they are in with the foreign oil interests!

We have to stop spending \$573,000.00 per minute spent for foreign oil. That money could stimulate a whole lot of our economy and jobs if it was spent and stayed in America instead. It's time our leaders show us exactly where they stand. Americans want to know.

Find out more at [www.pickensplan.com](http://www.pickensplan.com). We need to stop this massive transfer of wealth out of America!

DAVE CLEMENT, MESA

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## NOTABLE NATURAL GAS & WIND COVERAGE

### **Electricity Generation: Gas Producers Take On Coal** – *Fort Worth Business Press* – 3/8/10

By John-Laurent Tronche

There's a battle going on: shale gas producers, searching for a home for their fuel, say natural gas can take on a larger burden of the electricity-generation market, but the coal lobby isn't going without a fight.

Coal accounts for about half of U.S. electricity generation, while natural gas takes up about 21 percent, according to the U.S. Department of Energy. Natural gas producers want to see those numbers reflect Texas, where it's natural gas that accounts for half and coal for about 36 percent.

"We are reminding folks just how much progress we can make in reducing greenhouse gas emissions if we increase our utilization of natural gas, which is twice as clean as coal," said Tom Amontree, executive vice president of America's Natural Gas Alliance, the year-old gas lobbying group funded by shale gas producers. "Not only is natural gas abundant in our country today, it also is vastly underutilized."

Many environmentalists back natural gas because it emits half the carbon dioxide coal does, while elected officials are looking for ways to accommodate possible climate change legislation and energy production to meet an ever-growing population. They think natural gas can help locate that happy medium.

However, critics of the fuel say its price is too volatile – in July of 2007, 2008 and 2009, gas went from about \$6.30 per million British thermal units to more than \$13 per MMBtu to just more than \$3 per MMBtu, respectively – and production couldn't meet consumption if the fuel's use is expanded further into generation and transportation.

Both lobbies say they've got plenty to go around. Not to be outdone in environmental arguments, the coal lobby says its fuel is as clean as ever, and clean coal technology, which isn't any further than test mode, could be as good as gas.

Both groups have the same goal: sell their fuel.

A rush to gas

Columbus, Ohio-based American Electric Power, which operates in 11 states, provides power to a large portion of Texas. Companywide, 66 percent of AEP's generating capacity is fueled by coal, 20 percent is gas and the remainder is a mix of nuclear, wind and hydroelectric power. Its southern division derives much of its power from natural gas, while the eastern division is powered primarily by coal, which Appalachian states have produced for more than a century.

During the past decade, however, many companies opted to build new gas-fired plants in the east, but they ran into trouble.

"[Utility companies] built the plants, and natural gas prices skyrocketed so many of the plants never ran," said Pat Hemlepp, AEP's director of corporate media relations. Then the economy moved into a recession, and while prices dropped, so did electricity demand.

With the plants offline, AEP moved in to purchase three of the newly constructed facilities and another under construction for "pennies on the dollar," he said.

He cautions an overreliance on natural gas, saying all forms of energy are necessary.

"If there is a rush to natural gas, obviously there is an increase in demand for natural gas, which drives the price up," Hemlepp said, "which not only increases the price for electricity, but also increases the price of heating the home and chemical production."

Penn State University's Frank Clemente, who studies sociology and energy policy and publishes the newsletter Energy Facts Weekly, said more than 90 percent of new plants built during the past decade rely on natural gas.

In other words, the rush to gas isn't coming. It's here.

"We've gone down the path of natural gas. What I'm arguing is I don't think we should go much further," Clemente said. He cautions against the heady praise bestowed upon natural gas, arguing it's still too early to determine how much gas can be produced at what cost, with what effects on the environment, when it's needed. "Suppose the shale gas doesn't show up: what are you doing to do?"

"If shale gas doesn't come through with all the power plants we've got now," he added, "we're going to be using liquefied natural gas from overseas as a fuel."

Coal stands ground

The American Coalition for Clean Coal Electricity (formerly known as Americans for Balanced Energy Choices) is a coal industry lobbying group funded by coal producers, utility companies, mining companies and railroads.

Coal accounts for 94.5 percent of electric power capacity in Wyoming, and 97.8 percent of capacity in West Virginia. As a result, the coal lobby says, the states have some of the cheapest electricity retail prices in the nation: Wyoming at \$5.29 per kilowatt-hour and West Virginia at \$5.34 per kilowatt-hour, according to AmericasPower.org, sponsored by the ACCCE.

Texas, where coal accounts for 36.3 percent of electric power capacity, has the 16th-highest average retail price at 10.11 cents per kilowatt-hour.

"Today, coal provides nearly half of the electricity Americans rely upon, which is roughly one-third the cost of natural gas," said Lisa Camooso Miller, ACCCE vice president of media affairs, in response to a February Washington Post editorial endorsement of natural gas. "In the future, coal plants can meet the nation's electricity needs and reduce carbon emissions by using advanced technologies that are being developed right now."

Last month, a Washington Post business columnist called for the "decommission [of] about two-thirds of the electric-generating capacity fueled by cheap and plentiful coal," and its replacement with "power generated from cheap and plentiful natural gas, which emits half as much carbon for each megawatt of electricity."

That's encouraging for ANGA members, who Amontree said "want to see broad recognition that natural gas is ready to serve this nation – right now – and can help our country and our communities achieve their economic, environmental and energy goals."

In the column, the Washington Post columnist deems natural gas a "silver bullet."

Penn State's Clemente isn't so sure.

"These silver bullets, sometimes they turn out to be duds," he said.

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**Clear Skies Ahead For Colorado Clean Energy – GetSolar.com – 3/7/10**

By Margaret Collins

Colorado's commitment to clean energy may soon be second only to California's. Late on Friday, the Colorado Senate passed a bill that would increase the state's renewable portfolio standard (RPS) to 30 percent by 2020—California's RPS is a neck ahead at 33 percent. Governor Bill Ritter is expected to sign the bill if/when the House passes it through with some small changes. This would boost Colorado solar tremendously.

But Ritter's push for a clean energy economy doesn't end there. Shortly after the bill passed the Senate, the Governor announced the Colorado Clean Air-Clean Jobs Act, which had already been cleared with the large investor-owned utility Xcel Energy. This act is primarily a move away from outdated coal-fired power plants. Accordingly, it represents a major windfall for natural gas, and hopefully for solar energy and other renewable energy technologies as well. As the Denver Business Journal reports:

The legislation, if passed, would require Xcel to cut pollutants greatly by retiring, retrofitting or repowering Front Range coal-fired power plants by the end of 2017 and replacing them with facilities fueled by natural gas and other lower- or non-emitting energy sources.

In a positively gleeful press release, President & CEO Regina Hopper of America's Natural Gas Alliance (ANGA) called the legislation "an historic decision" and expressed the hope that the rest of the nation will follow Ritter's lead. Certainly, cleaning up old coal plants and/or moving to cleaner technologies altogether is a clear path to clear skies.

Critics are saying that Ritter's new legislation will cost the state jobs, and consumers more money with higher energy prices. However, senators behind the bill stand by their assertions that new long-term renewable energy jobs and a greater reliance on dependable domestic energy sources will negate these concerns. The debate is evenly split between the backing Democrats and opposing Republicans: the vote passed in the Senate purely along party lines.

Between the Clean-Air Act and a new, stringent RPS, Ritter is demonstrating to the rest of the country that Colorado is serious about a clean energy economy. Colorado solar rebates are managed by utilities, so putting pressure on them to obtain a greater percentage of their available energy from renewable sources will ensure strong solar incentives for years to come.

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### **Plentiful Great Plains Power Blows in Opponents From All Corners – *NY Times' ClimateWire* – 3/8/10**

By Peter Behr

Not many years ago, there wasn't enough wind power coming from the Great Plains to worry about. Now there is, and lots of people are worrying.

A group of mostly East Coast utility companies calling itself the Coalition for Fair Transmission Policy fears that the prime conditions in the Great Plains will make the region's wind power too cheap for its members to compete with, unless developers there are made to pay the costs of moving wind power eastward.

Influential natural gas producers and generators in Texas are worried. They are demanding that the state's wind developers share the costs of backup natural gas generators that must pick up the slack when the wind doesn't blow. The gas industry, threatened by state policies that promote wind power, is

asking regulators to impose penalties on wind generators that can't deliver scheduled energy when the wind dies down.

And last week, four senators representing New York, Ohio, Montana and Pennsylvania proposed to deny federal clean energy grants to wind developers that buy blades, turbines and other components from abroad.

"It is a no-brainer that stimulus funds should only go to projects that create jobs in the United States rather than overseas," Sen. Charles Schumer (D-N.Y.) said, pointing at a proposed Texas wind farm whose backers include a Chinese power company.

Some renewable policy advocates say the problem has less to do with China and more with on-and-off-again federal energy policies, and arguments over how to pay for the vast expansion of transmission lines needed to maximize wind power delivery. Instead of looking at foreign rivals, members of Congress should start with a look in the mirror, says this side in the debate.

"We've had so many studies," said Lisa Barton, vice president for transportation strategy and business development at Columbus, Ohio-based American Electric Power, a strong proponent of grid expansion. "It's 2010, and yet we still don't have a decision on how to move forward in connecting wind or in building a more robust transmission system."

How 'American' should the jobs be?

The issue of allocating costs for new transmission lines among states and regions is one of the high hurdles ahead for the Senate, if it can get climate and energy legislation to the floor this spring. The debate pits utilities and power generators in the North, Southwest and Pacific Northwest against companies like AEP that hope to move large amounts of competing wind power to the coasts.

Wind power development poses "a perceived threat to the embedded generators," said David Corbus, senior engineer with the Energy Department's National Renewable Energy Laboratory. "They color it in different ways. But when you come down to it, that's the bottom line on a lot of these issues." Corbus was project manager for the NREL's recently released 14-month study of wind power.

"You can't ignore the interests of the folks involved in the debate," Barton said.

Schumer and his three Democratic colleagues, Sherrod Brown of Ohio, Bob Casey of Pennsylvania and Jon Tester of Montana, say new wind power projects receiving federal stimulus grants should use U.S. manufacturing -- some of which lies in their backyards.

"Companies located in New York, Pennsylvania, and elsewhere across the United States are fully capable of manufacturing the range of clean-energy components," they said in a letter last week to Treasury Secretary Tim Geithner.

Citing an American University study that reported foreign dominance of renewable energy grants, they proposed a moratorium on wind power grants from Treasury until the Senate can pass their "Buy America" legislation.

The American Wind Energy Association, backed by Energy Secretary Steven Chu, disputes the facts and conclusions by American University's Investigative Reporting Workshop. The wind industry employs 85,000 people, AWEA said. "In three years, we went from two turbine manufacturers with facilities in the U.S. to nine, and four more have announced plans for factories here," it added. The AU study did not count foreign-owned clean energy manufacturing employment in the United States as "American" jobs, the association said.

"You do not want to stop these projects if two-thirds is American and one-third is foreign," Chu said on Friday.

'Wind is getting curtailed'

AWEA executives say that policy delay is the real threat to the U.S. competitive position. After strong expansion of wind power in the past two years, orders for the future are jeopardized by low natural gas prices, the recession's impact and transmission bottlenecks. If the U.S. wind sector plateaus, it risks losing technological leadership to European and Chinese rivals, AWEA says.

The current transmission system is too crowded already to deliver the wind power that exists today, Corbus notes. "It's a shame for wind [generation] to be curtailed, and that's happening. Wind is getting curtailed all over the place."

The American Council on Renewable Energy (ACORE) also has opposed the senators' proposal, arguing in a letter to Geithner, "We submit that the very reason the United States is falling behind the rest of the world is because the Congress has created on-again, off-again public policy regarding renewable energy."

The National Renewable Energy Laboratory recently concluded that 38 U.S. states have the potential to generate at least 1,000 gigawatts of electricity from onshore wind power, in an updated analysis on its "Wind Powering America" site. These include Midwestern states like Michigan, parts of New York abutting the Great Lakes, and eastern Maine.

Eastern and Great Lakes states may decide that it's worth paying a little more in order to build their own wind projects, creating local jobs and boosting their tax base, said Ralph Izzo, chairman and CEO of PSEG, the large New Jersey utility.

"I'd like a shot at developing a project," he said. His company is one of 10 in the newly formed Coalition for Fair Transmission Policy, headed by Atlanta-based Southern Co., whose region has among the poorest onshore wind power potential in the country.

The NREL wind integration study headed by Corbus concludes, however, that the most economical wind resources -- even when transmission costs are factored in -- are in the Great Plains. Izzo and other members of the fair transmission coalition disagree.

Uncertainty is biggest barrier, industry officials say

Reaching a goal of 20 percent wind generation in 2024 would require construction of 10 inter-regional high-voltage lines spanning a total of nearly 22,700 miles, at a cost of \$93 billion. Such an ambitious goal won't be achieved under a business-as-usual approach, the study concluded.

"It's super important because of all the jobs that will be launched," said Corbus. "If you don't have the transmission, you don't have the wind going in, and you're going to have jobs lost."

NREL also studied another option, in which aggressive wind development offshore and along the Great Lakes halves the number of long-distance transmission lines needed to maximize wind power delivery.

It's not clear whether a state-by-state approach, including large amounts of offshore wind, can happen quickly enough to reach that 20 percent goal, NREL says. It's also not clear whether state political interests would ever allow the build-out of a big transmission overlay that would speed wind power deployment, or whether regions would agree to consolidate control over the grid, in order to maximize wind power's impact.

Time matters, contend authors of an "Electrification Roadmap," released last year, which charted a scenario for moving a large portion of the U.S. light-duty vehicle fleet from reliance on gasoline power to battery or hybrid power.

If 75 percent of the light-duty vehicle miles traveled in the United States were "electric" miles in 2040, then oil consumption by that fleet would drop from more than 8 million barrels a day today to 2 million, with a corresponding decline in U.S. dependence upon foreign oil, that study says.

To reach that goal, however, the nation would have to hit a "tipping point" around 2020 with new transmission and charging infrastructure capable of serving a quarter of new car and light truck purchases.

"The No. 1 problem is that there's no certainty about what future to plan for," said Evan Wilcox, AEP's manager of transportation business development. "If we knew it would be a 20 percent renewable future, then your transmission would get built."

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## PRINT COVERAGE

**Point Of View: Clean Tech And The Promises For Tomorrow** – *Dow Jones* – 3/5/10

By Neal Lipschutz

If you are looking for reasons to be optimistic about prospects for the U.S. economy--and that search these days requires real effort--spend some time with the proponents and practitioners of clean technology.

For a layman, it's a bit like going to the world's fairs of yesteryear, filled with whizbang and excitable notions of how different technological advances, now at various stages of development, will dramatically alter our future daily lives.

From electric cars to the possible creation of synthetic organisms that would eat carbon dioxide to "clean coal" to wind and sun power and oilman T. Boone Pickens' nationalist campaign to use U.S.-drilled natural gas in trucks to replace some imported crude oil, it was on display at The Wall Street Journal's ECO:nomics conference in Santa Barbara, Calif.

The problem for your layman columnist is that if all this seems just around the corner, it also all seemed just around the corner a few years ago. In a grossly oversimplified way, you wonder when that corner will actually be turned. Americans still generally go about getting their energy in the usual nongreen ways and dependency on imported crude oil just grows.

It reminds me of a line of a former boss about the struggles of soccer, the planet's most popular sport, to fully catch on in the U.S. Soccer is the American sport of the future, he would say, and it always will be.

No doubt that is too harsh about alternative energy. But when those alternate sources and mediums will become a much bigger part of mainstream American life remain a question. It does seem inevitable, but the timing is important.

What was repeated over and over at this conference by the entrepreneurs and the venture capitalists who back them is that their growing presence won't need to be ushered in by government subsidy.

Government backing would be nice, but the venture capitalists said they back only companies that can stand on their own in the marketplace. That's good. It means these companies will have a better chance to sustain themselves.

It's just as well, since from investors to the chief executives of large utilities, many here lamented the small likelihood that the federal government will this year pass any climate-control legislation. Without a price on carbon, they said, planning and long-term investment in cleaner technologies will be stunted.

John Doerr, a partner in the investment firm Kleiner Perkins Caufield & Byers, said the clean technology sector needed a "Netscape moment" to push it further into the mainstream--an initial public offering that captured the public's imagination.

The reference was to the IPO of Netscape, the early Internet browser, which helped set off the Internet boom. Doerr said he recalled being in a grocery store when Netscape went public and hearing clerks discussing their purchases of the stock.

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## **Arrow Engine Adapts Product For Compressed Natural Gas – *Tulsa World* – 3/6/10**

By Rod Walton

Arrow Engine Co. has adapted its VRC-2 compressor frame to enter the growing compressed natural gas fueling market, the Tulsa manufacturer announced this week.

The new VRC-CNG compressor is rated up to 125 horsepower and is capable of four compression stages, according to a news release from Arrow Engine.

The adaptation is part of Arrow's move into the compressor packaging market for products in CNG fueling stations.

"Arrow is proud to be a part of the rapidly growing CNG market for vehicle refueling," company President Len Turner said. "This is an avenue for diversification outside of Arrow's traditional oil and gas production equipment roots."

The 55-year-old company traditionally manufactures engines, pumps, compressors and replacement parts for the oil and gas industry.

Arrow Engine and its parent company, Michigan-based TriMas Corp., decided to enter the CNG fueling market by adapting the VRC-2, which it introduced in 2006 and has produced more than 200 units so far.

Some environmentalists and domestic energy advocates have united recently in pointing out the benefits of CNG for fleet vehicles and even some personal automobiles. The Pickens Plan spearheaded by energy and finance billionaire T. Boone Pickens -- hopes that converting 10 percent of the nation's vehicles to CNG can save billions of dollars spent on foreign oil annually.

A key problem with CNG, however, is distribution. Fueling stations are few and far between, although more companies are building them as they add to their CNG fleets.

Arrow Engine's compressor reportedly can deliver at high pressures and, for example, may be capable of filling up more than 280 CNG Honda Civics per day.

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## **Democrats In Washington In A Chase To Find That Elusive Unity: Joe Frolik – *Cleveland Plain Dealer* – 3/6/10**

By Joe Frolik

All in: With the White House saying that President Barack Obama wants the House to pass health care reform by March 18, look for Democratic leaders to lean on wavering members by appealing to party loyalty and arguing that the midterm elections and maybe this presidency are at stake. White House strategists seem to believe that at the very least an all-out push will rally Democrats who failed to turn out in New Jersey, Virginia and Massachusetts. And Obama, by saying the outcome on health care will show Americans "if it's still possible for Washington to look out for their interests," could be setting himself up to run against Washington in 2012 if his side loses.

Speaking of pumping up the Democratic base, Roll Call reports that some junior members of the Senate, including Ohio's Sherrod Brown, loved the way their side stood up to Kentucky Republican Jim Bunning this week when he delayed a vote on extending help the unemployed and cash for road projects. They think the more aggressive approach sent an important message to rank-and-file Democrats that they won't sit by when the GOP uses parliamentary stall tactics. Majority Whip Dick Durbin, who's jockeying for

a promotion if Senate Leader Harry Reid loses in November, helped orchestrate the pushback on Bunning and won praise from his colleagues. Of course, it helped that Bunning is so cantankerous and picked such a poor issue on which to grandstand that almost no Republicans came to his defense.

Empire State blues: Tough time to be a Democrat in New York State. Gov. David Paterson folded his re-election campaign and may soon resign after news stories that he helped suppress domestic violence charges against a top aide. Ethics problems have forced Rep. Charles Rangel to surrender his Ways and Means Committee gavel. And Friday freshman Rep. Eric Massa announced that he was resigning, just days after House leaders confirmed he, too, faces ethics charges, reportedly for sexually harassing a male staffer. Despite it all, New York Republicans are in no position to capitalize. The GOP may regain Massa's historically Republican seat, but still has no serious challenger for appointed Sen. Kirsten Gillibrand --publishing magnate Mort Zuckerman just begged off -- and their leading candidate for governor is ex-Rep. Rick Lazio, best known for losing a Senate race to Hillary Clinton. Paterson's unseemly departure probably strengthens Democrats by giving popular state Attorney General Andrew Cuomo a clear path to the nomination without a messy primary that would have required him to take out the state's first African-American governor.

Taking aim: Liberal groups frustrated by slow progress in Washington have targeted Arkansas Sen. Blanche Lincoln, a moderate Democrat. Within days of Lt. Gov. Bill Halter entering the May 18 primary, four labor unions pledged \$1 million each and MoveOn.org had raised \$1.1 million to support him. Lincoln still has White House backing. One reason: Polls show her running better than Halter against potential GOP candidates. She still trails the top Republican contenders, but the margins are closer than a month ago, when liberal activists seized on her bad polls number to argue, in effect, that since she's going to lose anyway, why not nominate someone else?

Lincoln's been criticized for her pro-business stance on card-check and even though she voted for the Senate health bill, her opposition to a public option earned her the sobriquet of "health care villain" from one liberal blog. True-believers, left and right, may think it's noble to lose on principle, but party leaders in Washington, who understand the power of majority status, see it differently.

Strange bedfellows: Sen. John Kerry has been quietly working with semi-Democrat Joe Lieberman and Republican Lindsey Graham on an energy-climate bill without controversial cap-and-trade provisions. Kerry also has met, even more quietly, with T. Boone Pickens, the Texas oilman who bankrolled 2004's Swift Boat attacks. Pickens has spent more than \$60 million promoting wind and natural gas as alternatives to oil and coal. Kerry's political team objected, but the senator wants a broad alliance to break the energy stalemate.

Texas leftovers: Once considered damaged goods politically, Texas Gov. Rick Perry is getting some White House mentions after routing Sen. Kay Bailey Hutchison in this week's GOP primary for governor. Now Perry just has to defeat former Houston Mayor Bill White -- which may not be easy -- before he can fly off to Iowa and New Hampshire. Of course, even hard-core Republicans may think twice about turning to another governor of Texas so soon.

White's supporters say the GOP result simply shows that it's a bad year to be from Washington. They also think White will get a big boost from Democratic lieutenant governor nominee Linda Chavez-Thompson, a former top AFL-CIO leader; the expectation is she will bring an infusion of labor money and organizers and will spark a surge of Hispanic voters. On that point, Perry and the GOP may have taken a hit when incumbent Railroad Commissioner -- a big job in Texas because it involves oil regulation -- Victor Carrillo lost his primary to an unknown and blamed anti-Latino bias. When George W. Bush led the Texas GOP, outreach to Hispanics was a cornerstone of his plan to grow the party. That's gone by the wayside since he left.

Finally, Hutchison is mulling her future. During the campaign, she said she'd resign from the Senate, no matter what happened. But friends in Texas and Washington are now telling her to make no hasty decisions and at least to finish out her term in 2012.

Warning sign: Debra Medina, a Tea Party activist and perennial candidate, ended up with about a fifth of the GOP vote in Texas gubernatorial race. It's a rather remarkable figure, given that even Glenn Beck declared her too far out after she suggested on the air that 9/11 could have been an insider plot. It also worries GOP strategist Rich Galen. He argues that eventually Tea Partiers are going to figure out that they can maximize their impact by running as independents. They won't win, but they might siphon off enough GOP votes -- as Ross Perot did in 1992 -- to keep Republicans from winning, too. And that could keep the GOP from winning back the House, says Galen.

Do read: David Broder, the dean of political writers, who ripped the unnamed sources behind two recent stories in the Washington Post -- his paper -- for damaging Obama under guise of defending Chief of Staff Rahm Emanuel. Broder said that a Dana Milbank column and a news analysis by Jason Horowitz portray Obama "as a weakling and a chronic screw-up who is wrecking his administration despite everything that his chief of staff, Rahm Emanuel, can do to make things right." The column carries special weight because the scrupulously fair Broder is so well-respected by both peers and those he covers.

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### **Where Are Today's Big Dreams For Our Future? – Ventura County Star – 3/7/10**

The standout exhibit at the 1939 World's Fair belonged to none other than General Motors. Called Futurama, the display took visitors on a tour through an incredibly detailed — and mostly accurate — model of the continental United States as it would appear in the far-off future of 1960.

Considering that the World's Fair took place after 10 years of Depression and while Europe was descending into the madness of war, GM's imaginative optimism seems all the more impressive.

GM acknowledged the harsh facts of the Great Depression and war in Europe, but nevertheless dreamed big dreams and worked to make them come true — they helped to create America's future. So what happened?

Steven Nestor, author of [everydaysaholiday.org](http://everydaysaholiday.org) and a student of the 1939 World's Fair, put it bluntly: "In 1939, GM was dreaming of 1960. The problem is that in 1970, 1980, 1990 and 2000, they were still dreaming of 1960."

Like many large companies, GM became self-obsessed. The company stopped dreaming of the future and focused instead on defending its profit margins and past success. In the process, it became a victim of reflexive self-delusion.

This was apparent during a June 11, 2009, radio interview with former GM dealer Sam Weaver. He told National Public Radio that GM had trouble selling cars on the affluent coasts because consumers sought status in an automobile, and the Chevy bow tie logo wouldn't look good next to the Mercedes in their driveway. "It doesn't fit their personal image," he said.

GM Marketing head Mark LaNeve agreed, saying, "From a cachet standpoint on passenger cars, we lost market position."

According to the company, making the Chevy Malibu less ugly than last year's model will help them narrow the gap with Toyota Camry. That's right — he suggested that people choose the Toyota Camry because of its styling, not because of its competent handling, comfort and unparalleled reliability (despite the current recalls, few would argue that Toyota's engineering has been anything less than revolutionary in making cars safer, more durable and more reliable).

In effect, LaNeve, Weaver and Chevrolet head Ed Peper used this NPR story to blame consumers for choosing the wrong cars. They have been drinking the corporate Kool-Aid. They are not dreaming of a better future, but chiding us for not respecting their past.

Contrast this with the audaciousness of The Pickens Plan, a big dream for America's future, based on one of America's historical strengths: use of natural resources. America has lots of wind and natural gas, and T. Boone Pickens imagines the possibilities if Americans work together to exploit these resources, including the possibility of energy independence. A massive dream, to be sure, but aren't those the ones worth working toward?

Sometimes, it seems America cannot quite get over the triple trauma of the early 1970s, when we fled Vietnam, watched a president resign in disgrace, and suffered the shock of the oil embargo. These and other difficulties seem to have dulled our utopian instincts: our unique American faith in the future.

Why not think of America's Great Plains as "the Saudi Arabia of wind power?" Why not imagine huge fleets of trucks fueled by America's abundant natural gas? Idealistic businesspeople generated the big dreams that so improved our standard of living after World War II.

We don't know whether GM will ever be a company of dreams again, but we are glad that people like Pickens are still offering America a vision of a brighter future, because we have to dream it before we can do it.

— Kinko's founder Paul Orfalea and Lance Helfert are co-founders of West Coast Asset Management in Montecito. Atticus Lowe and Dean Zatkowsky contributed to this column.

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## **BLOG/ONLINE COVERAGE**

### **Green Living With Ed Begley Jr. – CNN's *Eco Solutions* – 3/8/10**

Actor Ed Begley Jr., best known for his roles in "St. Elsewhere," "The West Wing," and "Best in Show" (he's also twice appeared on "The Simpsons"), is the star of "Living with Ed."

It's a reality show that follows him and his wife Rachele Carson, as they attempt to live the green life on the outskirts of LA, while competing to out-eco neighbor Bill Nye.

Begley has been a committed environmentalist for decades and is the author of "Living Like Ed: A Guide to the Eco-Friendly Life."

CNN asked him what it takes to "live like Ed" and his take on the current state of environmentalism.

CNN: What do you hope to achieve with "Living with Ed"?

Begley: To engage viewers with entertainment, then give them a "take-away" or two every show that will save them money and help the environment.

CNN: When did you "go green", and why?

Begley: I did it because my father, Ed Begley, Sr. was a conservative that liked to conserve. We always lived in a modest home. We turned off the lights, turned off the water, saved string, tin-foil, we threw precious little away.

So, by the time Earth Day came around in 1970, I was primed and ready to take some additional steps, and do more. It's worth noting that my father died a few days before the first Earth Day, so I did it to honor him, as much as anything else.

CNN: The show has been very successful -- have you been surprised by the level of interest?

Begley: Yes. I've tried other "green" shows in the past. None of them worked. I credit "Living With Ed" success to the addition of my wife to the mix.

CNN: Right now it seems like environmentalists are losing ground to climate change deniers over global warming, with the email scandal at the University of East Anglia. Some polls show less people believe the science than a year ago. Do you ever get despondent? What gives you hope?

Begley: I find it a bit unsettling that the deniers are winning, for now. But, I think more people will understand our role in climate change over time. I just hope it's not too late.

CNN: Do you think one of the problems is that people feel overwhelmed -- both with fear for the future and the level of effort required to think about the moral, ethical dimension of all their consumer choices? If so, how can we move beyond this?

Begley: It's human nature to resist change. We did with our efforts to combat smog in the early 1970s. But finally people realized that we wouldn't go broke cleaning up the air, if we did it right.

They soon became aware that there were jobs making catalytic converters, combined-cycle gas turbines, spray-paint booths and cleaner fuels. We need to remind folks of our success in improving air quality and how similar clean-tech industries can spur the economy again today.

CNN: If you could ask CNN readers to do one thing, what would it be?

Begley: Get out of your car as much as you can. Ride a bike, if weather and fitness permit. Take public transportation, if it's available near you.

CNN: Do you think we should stop eating meat?

Begley: I stopped eating meat in 1970, and I'm a very healthy 60-year old man. It can be good for our health, and the health of the planet.

CNN: In the end, do you think making personal changes to our lifestyle will be enough? Or do we need a lead from government?

Begley: Personal action is one important component [but] Government and industry must also do their fair share.

CNN: Do you think that any big environmental legislation is likely in the U.S., given the scale of opposition?

Begley: Sadly, there will be no strong environmental laws passed anytime soon, as the extractive industries have been successful at convincing folks that we can't afford them. To give another prospective, [I'll not] only quote an oil man but the name of T. Boone Pickens who said, "We can't drill our way out of this problem".

CNN: If you had the chance to whisper some advice in President Obama's ear, what would it be?

Begley: Be true to the environmental ethic that you forged in the Senate. Do what's right, and great good will come of it; hopefully, sooner, rather than later.

CNN: Do you have a message for climate change skeptics?

Begley: Let's agree to disagree. Let's pursue fiscally sound green technology for the following reasons: to lessen our dependence on foreign oil, to clean up the air in our cities, to put money in our pockets. And if you do it right, you just bought an insurance policy to protect you against climate change, if the many scientists who believe in it are correct.

CNN: Arguably, we are moving into politically uncharted territory now, and the scale of the global co-operation required to deal with global warming, biodiversity loss and the other environmental problems we face is unprecedented in human history. Do you think we can do it?

Begley: Yes. But, we must act now. Tomorrow is too late.

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## **T. Boone Pickens Is Back to Backing Wind Power – Seeking Alpha – 3/7/10**

By Nick Hodge

After putting the plan on hold due to transmission issues, T. Boone is once again ready to proceed with the wind portion of his plan for U.S energy independence.

He says he'll disclose the location of a 500 megawatt plant in the next 30 days, though the Dallas Morning News has reported that approximately 300 General Electric (NYSE: GE) turbines are being sent north - to either Canada or Minnesota - for the proposed farm.

Pickens recently told the Wall Street Journal that "economics favor wind power with natural gas prices around \$7 per BTU." But with natural gas seemingly in free fall - trading around \$4.60 - the billionaire hasn't been pursuing wind as aggressively.

Perhaps his most recent move is a sign the industry is in for a good year. Stimulus funds should continue to be dispersed, and two large farms have already been announced - 845 MW in Oregon and 600 MW in Texas, supplied by GE and A-Power Energy Generation (NASDAQ: APWR), respectively.

If you're looking for broad exposure to the wind industry as it gets back in gear, an ETF like First Trust Global Wind (NYSE: FAN) or Power Shares Global Wind (NASDAQ: PWND) is a great way to go.

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### **Boone Pickens: U.S. Will Have Energy Plan by Memorial Day – *Wall Street Pit* – 3/5/10**

In an interview that aired earlier today, T. Boone Pickens told FOX Business Network that the US will have an energy plan by June and that we need to “sit on our own bottom” and utilize our abundance in natural gas.

Excerpts from the interview below: Courtesy of Fox Business Network

On Obama's energy policy:

“The thing about it is they've been tied up on healthcare. I think if we did not have the healthcare issue, that we would have been into energy. I think energy is going to come up next and I think it's going to come up pretty fast. I think we'll have an energy plan for America by Memorial Day. So we're talking about the first of June.”

On the energy bill:

“It is so simple, the bill is so simple, it is heavy duty equipment will move to natural gas...

We can do that in less than 7 years. If we do that, we'd just cut OPEC in half.”

On near-term impact on oil:

“We've got to sit on our own bottom Brian. And we're not doing that. We're sitting here dependent on oil from countries that are not friendly to us. It's nuts. We're paying for both sides of the war. I want to get off that and I want to get on something realistic and realistic is on our own resources in this country. We have the resources. Now the leadership has to direct us in that direction. It's that simple.”

On how the US needs to “step up to the table” and utilize the natural gas resources:

What I am saying is that we have plenty of natural gas in the United States...Here we are with our hat in our hands sitting in the hallway waiting for the energy producers to tell us what we're going to get and what the price is going to be. We would immediately move to the table. We would go in and sit at the big table. We wouldn't sit in the hallway with our hat in our hands. See we are the largest now in natural gas in the world. We're larger than Russian, Iran. So, by God, step up to the table. It's time for us to use our own resources.

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### **Natural Gas – *The Motley Fool* – 3/5/10**

Can natural gas be the wave of the future for US travel? T. Boone Pickens thinks so. He wants to alter 18 wheelers and fleet vehicles to being able to burn natural gas to power them. Claims that it can save 2.5 million barrels of oil a day and burn cleaner than gasoline. Kind of makes you want to run out and pick up some of those cheap natural gas stocks. Then again, the transformation of these vehicles is

going to take time and demand for natural gas is going to decrease as it starts to warm up around here. Might be a better idea to wait until late summer and pick it up on the cheap.

Oh, and these power plants that are burning coal to produce electricity...how soon until they convert to burning natural gas? I bet with the price of coal increasing, the breakeven point is getting near. I know that I am gearing up for some purchases into the natural gas sector here soon.

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### **T. Boone Pickens Planning a New Wind Farm (500 MW), But Not in Texas Panhandle – *Treehugger*** – 3/5/10

By Michael Graham Richard

Official Announcement in 30 Days, Construction Begins this Year

After the unraveling of his plans for a huge wind farm in Texas, T. Boone Pickens could have just given up and decided to instead focus more of his energies in trying to convince the politicians in Washington that the U.S. should move to compressed natural gas (CNG) transportation. But instead, Mr. Pickens is back on the horse and planning a new wind farm.

According to an item on the Dow Jones Wire service, "he is putting together deals to develop 500 megawatts of U.S. wind power with turbines made by General Electric Co. (GE), and will make a formal announcement in 30 days."

The only thing we know is that it won't be in the Texas Panhandle because there's not enough transmission capacity in the area (underestimating that problem is partly what derailed his previous plan), that construction will begin in 2010, and that 324 wind turbines will be used (simple math tells us that they'll have a peak production capacity of around 1.54-megawatt each).

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### **Stimulus Funding Spurs Advanced Battery R&D For Hybrid Electric Vehicles – *Phoenix Green Business Examiner*** – 3/5/10

By Brian Coppa

In order to accelerate the R&D, manufacturing and deployment of hybrid electric vehicles, batteries, and components in the United States and create tens of thousands of new jobs, President Barack Obama announced last August- 48 advanced battery and electric drive projects that will receive \$2.4 billion in competitive Department of Energy (DOE) funding through the Recovery Act, which will be matched with another \$2.4 billion in cost share from the award winners. This stimulus funding will facilitate the country in achieving President Obama's goal of putting one million (grid) plug-in hybrid vehicles on the road by 2015 in order to lessen greenhouse gas emissions and smog effects.

The primary stimulus funding grant categories are as follows:

1. \$1.5 billion for U.S.-based manufacturers to produce batteries and their components and to expand battery recycling capacity
2. \$500 million for U.S.-based manufacturers to produce electric drive components for vehicles, including electric motors, power electronics, and other drive train components
3. \$400 million to purchase thousands of plug-in hybrid and all-electric vehicles for test demonstrations; to deploy them and evaluate their performance; to install electric charging infrastructure; and to provide education and workforce training to support the transition to advanced electric transportation systems.

The state of Michigan, home to Motor City, was the big winner, as they received \$1 billion in grants to companies and universities- the most of any state. Two companies, A123 and Johnson Controls (which

also has a facility in the Phoenix, AZ area) will receive a total of approximately \$550 million to establish a manufacturing base in the state for advanced batteries, and two others, Compact Power and Dow Kokam, will receive a total of over \$300 million for manufacturing battery cells and materials.

The U.S. government is now spreading the wealth of R&D dollars, as opposed to primarily funding only national labs, universities and domestic automakers. Of course, the DOE never had anywhere near this amount of funding previously to allocate, since the Stimulus spurred the nation's largest single investment in hybrid electric vehicle technology ever. Moreover, the past two Obama Administration fiscal year budgets significantly reduced funding levels for hydrogen fuel cell alternatives set by the Bush Administration, while supporting increases for advanced batteries instead.

Lithium ion batteries are receiving the majority of the stimulus funding emphasis with respect to battery options for hybrid electric vehicles, since they are presumed to be the top candidate but are not ready for prime time. These types of batteries are rapidly penetrating into laptop and cell-phone markets because of their unique electrical characteristics, high energy-efficiency, high temperature performance, and low self-discharge. What's more, components of lithium ion batteries can also be recycled. These features are also beneficial for hybrid electric vehicle applications. However, to make them commercially viable for electric autos, significant R&D is necessary, focused on calendar and cycle life, cell and battery safety, abuse tolerance under harsh conditions, and acceptable cost for consumers.

EnerDel, an electric car battery manufacturer with three Central Indiana plants, was awarded a \$118.5 million stimulus grant yesterday to develop lithium ion batteries for hybrid electric cars. The grant will allow EnerDel to buy equipment to expand its production from 1,200 batteries a year to 60,000 annually and is expected to generate 1,400 green jobs. As part of the project, 100 electric cars will likely be on Indiana roads by the beginning of next year and a thousand by the middle of 2012.

In opposition to this momentum for hybrid electric vehicles, T. Boone Pickens has been ramping up his campaign supporting the transition of the nation's auto fleet to readily abundant domestic natural gas. He helped formulate the Natural Gas Act, which is still being considered in Congress, along with cap-and-trade and other alternative energy legislation that has been delayed by the health care debate after many months.

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## BROADCAST COVERAGE

### 1. Worldwide Exchange

**CNBC, National | DMA: 0**

**03/06/2010, 04:00 AM - 05:00 AM**

[CC] 00:06:50 (show is Mad Money)...Last quarter was bad for Brown Forman. We prefer Diugio. Kesha, haven't you ever heard of Colgate? And don't forget to floss. Finally, Clean Energy fuels, okay? One of our favorite speculative plays on Wednesday. We want to know if they have updates on the 18-wheeler, do you remember that **BoonePickens** bet? The \$100 bet? I'm ready, **Boone**. I don't think you're going to get legislation by Memorial Day. Be careful, it's my money. You have to wait to see what they say about the outlook for natural gas. I expect bank of America, Merrill Lynch to reiterate, to buy Clean Energy the next day. Here's the bottom line. I want you to keep listening to these conference calls to see what's ahead for these companies in their industries. Watch Clean Energy, okay, for news about the 18-wheeler legislation. For Kroger, whether it's time to start lightening up on treehouse. Some Men's Wearhouse because they did the dividend. And if you want to buy something ahead of the earnings, pull the trigger on J. Crew Monday after you pull the trigger with me at the store this weekend....00:08:03

**Audience: 30,970 Spot Cost: \$92**

### 2. Mad Money (Rebroadcast)

**CNBC, National | DMA: 0**

**03/05/2010, 11:00 PM - 12:00 AM**

[CC] 00:06:24 Last quarter was bad for Brown Forman. We prefer Diugio. Kesha, haven't you ever heard of Colgate? And don't forget to floss. Finally, Clean Energy fuels, okay? One of our favorite speculative plays on Wednesday. We want to know if they have updates on the 18-wheeler, do you remember that **BoonePickens** bet? The \$100 bet? I'm ready, **Boone**. I don't think you're going to get legislation by Memorial Day. Be careful, it's my money. You have to wait to see what they say about the outlook for natural gas. I expect bank of America, Merrill Lynch to reiterate, to buy Clean Energy the next day. Here's the bottom line. I want you to keep listening to these conference calls to see what's ahead for these companies in their industries. Watch Clean Energy, okay, for news about the 18-wheeler legislation. For Kroger, whether it's time to start lightening up on treehouse. Some Men's Wearhouse because they did the dividend. And if you want to buy something ahead of the earnings, pull the trigger on J. Crew Monday after you pull the trigger with me at the store this weekend....00:08:10

**Audience: 65,827 Spot Cost: \$723**

### 3. Mad Money

**CNBC, National | DMA: 0**

**03/05/2010, 06:00 PM - 07:00 PM**

[CC] 00:06:43 Last quarter was bad for Brown Forman. We prefer Diugio. Kesha, haven't you ever heard of Colgate? And don't forget to floss. Finally, Clean Energy fuels, okay? One of our favorite speculative plays on Wednesday. We want to know if they have updates on the 18-wheeler, do you remember that **BoonePickens** bet? The \$100 bet? I'm ready, **Boone**. I don't think you're going to get legislation by Memorial Day. Be careful, it's my money. You have to wait to see what they say about the outlook for natural gas. I expect bank of America, Merrill Lynch to reiterate, to buy Clean Energy the next day. Here's the bottom line. I want you to keep listening to these conference calls to see what's ahead for these companies in their industries. Watch Clean Energy, okay, for news about the 18-wheeler legislation. For Kroger, whether it's time to start lightening up on treehouse. Some Men's Wearhouse because they did the dividend. And if you want to buy something ahead of the earnings, pull the trigger on J. Crew Monday after you pull the trigger with me at the store this weekend....00:08:00

**Audience: 208,965 Spot Cost: \$2,029**

### 4. Cavuto On Business (Rebroadcast)

**Fox Business Network, National | DMA: 0**

**03/07/2010, 06:30 PM - 07:00 PM**

[CC] 00:26:03 The stocks that could make you some serious dough. Charlie, what do you got? Clean **Energyfuel**, best actor would be **BoonePickens**, he'll make this work. Adam, what do you think? Highly speculative. There will be a lot of **fuel** cell companies. No guarantee this will be the one that hits it.

Seeing entertainment, slow growing, cash gushing movie theater company and pay a dividend as a way of saying thank you. Scott? Don't like the popcorn on this one. I'd rather own I max, I believe, better company, better prospects here. I like gbf. Don't be blind sided by rising rates in 2010, hedge your bond portfolio with an etf gbf. We got two oscars. Guys, thank you all very much. Fox, the dominant network world wide for business news continues with forbes on fox.00:27:01

**Audience:** N/A **Spot Cost:** N/A

#### 5. Cavuto On Business (Rebroadcast)

**Fox Business Network, National | DMA: 0**

**03/07/2010, 06:30 AM - 07:00 AM**

[CC] 00:26:03 The stocks that could make you some serious dough. Charlie, what do you got? Clean **Energyfuel**, best actor would be **BoonePickens**, he'll make this work Adam, what do you think? Highly speculative. There will be a lot of **fuel** cell companies. There will be a lot of **fuel** cell companies. No guarantee this will be the one that hits it.00:26:37

**Audience:** N/A **Spot Cost:** N/A

#### 6. Cashin' In (Rebroadcast)

**Fox Business Network, National | DMA: 0**

**03/07/2010, 01:30 AM - 02:00 AM**

[CC] 00:26:03 The stocks that could make you some serious dough. Charlie, what do you got? Clean **Energyfuel**, best actor would be **BoonePickens**, he'll make this work Adam, what do you think? Highly speculative. There will be a lot of **fuel** cell companies. There will be a lot of **fuel** cell companies. No guarantee this will be the one that hits it.00:27:01

**Audience:** N/A **Spot Cost:** N/A

#### 7. Cavuto On Business (Rebroadcast)

**Fox Business Network, National | DMA: 0**

**03/06/2010, 09:30 PM - 10:00 PM**

[CC] 00:26:03 The stocks that could make you some serious dough. Charlie, what do you got? Clean **Energyfuel**, best actor would be **BoonePickens**, he'll make this work Adam, what do you think? Highly speculative. There will be a lot of **fuel** cell companies. There will be a lot of **fuel** cell companies. No guarantee this will be the one that hits it.00:27:01

**Audience:** N/A **Spot Cost:** N/A

#### 8. Fox Business

**Fox Business Network, National | DMA: 0**

**03/05/2010, 01:00 PM - 02:00 PM**

[CC] 00:10:20 Certainly a mixed bag on some of these things but overall the market is moving higher. T . **BoonePickens** yesterday said he thought **oil** was moving higher. 85 or 90 by the end of the year per barrel. So there you have it, back to you.00:12:11

[CC] 00:38:10 Adam: brian seldon got the warm assignment. He knows how to do it. I comes to **energy**, America's got a lot of resources. Is our government doing enough to utilize those resources? The man who knows a thing or two about **energy**. **Boone** figgins got his views on the topic. Speak you want to talk about **oil** because your whole plan, you're not trying to say this is better than that. American resources have to be used in their entirety and you're looking awfully coast of santa barbara but do y see an administration that is willing to do that? And **energy** policy willing to go after what we have in our continents? Sort of. We are not quite there. They have been tied up on health care. If we did not have the health care issue, we would have been in **energy**. I think **energy** will come up next and it will come up pretty fast. I think we will have an **energy** plan for America by memorial day. So by the first of June. We have to get **naturalgas** into the mix for transportation **fuel** for heavy duty equipment. And if you look at the **naturalgas** act which is hr 8135, that is all in this bill did ready to be voted on. A similar bill in the senate in 1408. Over in the house to have key congressional people, larson. Which one is better? I'm sure there are going to be differences, what is better for **naturalgas**?00:40:09

[CC] 00:42:12 Now the leadership has to direct us in that direction. It is that simple. Adam: you have people who say do not grow offshore. They don't want to drill offshore, and I said do it or don't do it. What I say is that plenty of natural gas in the United States to solve the problem. We have 4 quadrillion. I'll take

that to barrels of oil equivalent. That would be 700 billion barrels. Adam: 700 billion barrels of oil is what we have in natural gas. That is four times as big as Saudi Arabia. Here we are with our hat in our hands sitting in the hallway waiting for the energy producers to tell us what we are going to get in with the price is going to be. We would immediately go in for at the big table. We would not sit in the hall with our hat in hand. We are the largest now in natural gas in the world. We're larger than Russia. Our brand and the government. So, my god, step up to the table. Time to use our own resources. And for those of you keeping notes, **BoonePickens** said we have to sit on our hands. Jenna: we are going to see when you get your hands on a brand-new iPad. And 3 million viewers in the middle and the fight can be spreading across the country to it television set near you.00:43:49

**Audience:** N/A **Spot Cost:** N/A

## 9. Fox Business

**Fox Business Network, National | DMA: 0**

**03/05/2010, 11:00 AM - 12:00 PM**

[CC] 00:36:25 ... Thank you. Dagen: take care. Up next Brian Sullivan is here. He talks homegrown energy with **BoonePickens**.00:38:00

**Audience:** N/A **Spot Cost:** N/A

## 10. Cavuto On Business

**Fox News Channel, National | DMA: 0**

**03/06/2010, 10:30 AM - 11:00 AM**

[CC] 00:29:03 The stocks that could make you some serious dough. Charlie, what do you got? Clean **Energyfuel**, best actor would be **BoonePickens**, he'll make this work Adam, what do you think? Highly speculative. There will be a lot of **fuel** cell companies. There will be a lot of **fuel** cell companies. No guarantee this will be the one that hits it.00:29:54

**Audience:** 1,166,104 **Spot Cost:** \$9,436

## 11. Flashpoint

**KFOR-TV (NBC) CH 4, Oklahoma City | DMA: 45**

**03/07/2010, 09:30 AM - 10:00 AM**

[CC] 00:15:09 We --There's a lot of facilities that we need. New business building, or at least a big addition to the one we have. Our hotel and restaurant school which is always nationally ranked needs additions. And we need a new performing arts center at Oklahoma State and an art museum. We have a lot of art. How big was the endowment when you got there? The endowment was about \$250 million when it there. And then it had a nice run-up through the endowed chair campaign, the quiet period that wasn't so quiet. Right. --We started, when I became president, which was --Or named president in December of '07. And in the two years, we have raised in cash and pledges, not all cash, \$457 million up until last Friday morning. And then by Friday's lunch, we were at five. Your buddy. Yeah, **BoonePickens** stepped up. But as I said at that event, and it was a fabulous event, punctuated by that fabulous game the following day. Osu beats Kansas, unbelievable. Oh man, I got caught up in that, all I could think of was Keaton Paige, could he breathe. Fortunately they lifted him and he was okay. .. But I said we couldn't be here today without **BoonePickens** and we can't make this campaign go without **BoonePickens**. But we can't do it with just **BoonePickens**. Right. Everybody's gotta step up. And so there's 225,000, there's nowhere they can hide, cowboy nation, we need the cowboy nation to step up. And follow **BoonePickens**' lead. What kind of response are you going from alums and other friends around the country? Great. So I travel around the country and meet these people. I know that it is --The success is what I keep seeing. Some of the --Some of the oddest paths people have taken. I want to write a book about these people. My favorite so far is a guy who grew up on a farm outside of Stillwater. He was in ag econ, farm house fraternity. Today if you visit him you will go to coach handbag's headquarters in New York City where he is ceo. Is that right? ...00:17:53

**Audience:** 44,034 **Spot Cost:** \$256

## 12. ProneWS

**KVII-TV (ABC) CH 7, Amarillo | DMA: 131**

**03/05/2010, 10:00 PM - 10:35 PM**

[CC] 00:05:49 . Texas billionaire **T. BoonePickens** has plans to put up hundreds ... plan would entail a deployment of 3-hundred 24 turbines --But he's just not saying where. He plans to announce the location in 30 days.00:07:27

**Audience:** 16,393 **Spot Cost:** \$154

### 13. **Pronews At 6**

**KVII-TV (ABC) CH 7, Amarillo | DMA: 131**

**03/05/2010, 06:00 PM - 06:30 PM**

[CC] 00:04:45 Texas billionaire **T. BoonePickens** has plans to put up hundreds of **wind** turbines. That's according to the Wall Street Journal. According to the paper --His plan would entail a deployment of 3-hundred 24 turbines --But he's just not saying where. He plans to announce the location in 30 days00:06:00

**Audience:** 16,469 **Spot Cost:** \$150