

PickensPlan

T. Boone Pickens Media Coverage 9.26.09-9.28.09

Total of 31 Placements

- Print: 20
- Blog/Online: 6
- Broadcast: 5

Coverage Summary:

The Daily Camera published an op-ed by Rep. Betsy Markey and Pickens discussing Colorado's position as a leader in promoting the use of natural gas as a transportation fuel. Markey is a co-sponsor of the NAT GAS Act, which is highlighted in the op-ed.

The *Carlsbad Current-Argus* published the op-ed by Rep. Harry Teague and Pickens, which was published last week in the *Albuquerque Journal*. Teague is also a co-sponsor of the NAT GAS Act.

The *Fort Worth Business Press* article looks at the natural gas industry's efforts to push the fuel's appeal to new markets. ANGA president and CEO Rod Lowman is quoted in the piece discussing natural gas' benefits and the conversations that are taking place with Senators. Pickens and the August oil import numbers are also mentioned in the article.

Several letters to the editor were published from Army members discussing the oil import numbers, the benefits of natural gas and the need to support the NAT GAS Act. Papers that published the letters include the *Houston Chronicle*, *Lake County Record Bee* and *Elmira Star-Gazette*.

NGI's Daily Gas Price Index reported on Clean Energy Fuels' acquisition of BAF Technologies, a provider of natural gas vehicle systems and conversions. BAF holds the purchase order for 600 converted CNG vans from AT&T.

Highlighted Placements (Full Articles Below)

- **Guest Commentary: Natural Gas is America's Fuel** – *Daily Camera* – 9/26/09
- **Advance Natural Gas Legislation to End Our Dependence on Foreign Oil** – *Carlsbad Current-Argus* – 9/26/09
- **Natural Gas Industry Demanding a Bigger Energy Spotlight** – *Fort Worth Business Press* – 9/28/09
- **Don't Depend on Foreign Oil** – *Houston Chronicle* – 9/25/09
- **Reduce Need for Foreign Oil** – *The Daily News Tribune* – 9/27/09
 - *Milford Daily News*
 - *MetroWest Daily News*
- **Let's Reduce Dependence on Foreign Oil** – *Lake County Record-Bee* – 9/25/09
- **OK Natural Gas Bills** – *Elmira Star-Gazette* – 9/28/09
- **Natural Gas Vehicle Fuel Supplier to Buy BAF Technologies** – *NGI's Daily Gas Price Index* – 9/28/09

Print Placements (Full Articles Below)

- **U.S. Energy is Ready for the Migration to Natural Gas** – *Finance and Commerce* – 9/25/09
- **America: A World Leader in Oil Exports!** – *Energy Tribune* – 9/25/09
- **Saturday Interview: Randy Eresman** – *Canwest News Service* – 9/26/09
 - *Canada.com*
 - *Financial Post*
 - *Kelowna.com*

- *Leader-Post*
- *National Post*
- *The Province*
- **York Tilts Gently at Energy Windmills** – *The Virginia Gazette* – 9/26/09
- **Dallas Arts District Built on Patience and Persistence** – *Dallas Morning News* – 9/26/09
 - *Denton Record Chronicle*
 - *WFAA*
- **Supply and Demand Dictates Balance Between Oil and Berries** – *The News-Review* – 9/27/09

Blog/Online Placements (Full Articles Below)

- **More "Little Guys" Rallying The Troops for Natural Gas** – *Atomic Insights* – 9/27/09
 - *The Energy Collective*

HIGHLIGHTED COVERAGE

Guest Commentary: Natural Gas is America's Fuel – *Daily Camera* – 9/26/09

By Betsy Markey and T. Boone Pickens

Colorado is a leader in promoting the use of American natural gas as a transportation fuel. The Center for American Progress recently unveiled their report "Natural Gas: A Bridge Fuel for the 21st Century." The report noted the recent discoveries of natural gas shale represented an "unprecedented opportunity to use gas as a bridge fuel to a 21st-century energy economy that relies on efficiency, renewable sources, and low-carbon fossil fuels."

Unlike most natural resources in America, natural gas reserves have actually grown as modern drilling technology has opened vast new shale plays across the country to the economic and environmentally safe recovery of the natural gas they contain.

The latest study conducted by the Potential Gas Committee, in cooperation with the Colorado School of Mines, estimated that there are more than 2,000 trillion cubic feet (Tcf) of natural gas available for recovery in the continental United States.

With enough natural gas to last more than a century, we have more than enough to turn away from imported gasoline and diesel to power our cars and trucks and create an entirely new industry around America's rolling stock running on clean, domestic natural gas.

In spite of the recession, we are still importing about two-thirds of all the oil we use in America. In July we imported 374 million barrels of oil at a cost of over \$24 billion. Seventy percent of that oil is used to fuel our 250 million cars and light trucks and millions of heavy duty trucks -- including 18-wheelers.

There are over 10 million vehicles in the world running on natural gas, so we already know that this technology works. Unfortunately only about 130,000 of them are in the United States.

The place to start this conversion process is with heavy-duty trucks. The U.S. House and Senate are considering the NAT GAS Act, which will provide incentives for truckers -- companies large and small -- to replace their trucks burning imported diesel with vehicles running on American natural gas. As a primary co-sponsor and ardent supporter, we were in attendance at the introduction of the House version on April first and have since been joined by 87 additional bi-partisan co-sponsors of this crucial legislation.

If we replace some of the diesel trucks on America's roads with those running on domestic natural gas that would keep billions of dollars circulating through the U.S. economy instead of sending it to places like Saudi Arabia, Angola, or Venezuela.

Colorado has made an excellent start in this process. At Denver International Airport, almost every major airline is using natural gas vehicles (NGVs), from baggage tugs to parking shuttles. Many cities and counties across Colorado are already operating compressed natural gas buses as well as garbage and recycling trucks, with more on the way.

Natural gas also burns far cleaner than either gasoline or diesel and produces virtually no particulate emissions. As Colorado searches for new ways to protect the air from its cities to its farms, the value of switching from imported oil to domestic natural gas becomes more and more clear.

We are proud to co-sponsor and support the NAT GAS Act and will continue to work with members of the House, Senate, and the Administration to ensure that this critical bill becomes law.

Betsy Markey is a U.S. Representative (D-4th District) and T. Boone Pickens is a financier.

Advance Natural Gas Legislation to End Our Dependence on Foreign Oil – Carlsbad Current-Argus
– 9/26/09

By Harry Teague and T. Boone Pickens

As two life-long oil-and-gas men, who have also taken leadership roles in promoting energy independence through a focus on alternative fuels, we have something to say: America is importing too much oil.

Dependency on foreign oil is expensive, and it is dangerous. In July alone, we spent \$24 billion on 347 million barrels of imported oil. That's about two-thirds of the oil we needed to power our economy, meaning we as a nation are negotiating with dictators for our economic strength and national security.

So what's the solution? Well, we are developing our wind capacity in the Great Plains and our solar capacity in the Southwest. Those renewable sources can provide more than 20 percent of our electricity requirements, but 70 percent of the oil we use is as a transportation fuel. The oil is refined into gasoline to power our 250 million cars and light trucks, or diesel to power our 6.5 million over-the-road trucks. So unless we see major advances in battery technology, wind and solar are not helping you drive to work in the morning.

The only domestic resource available today to substitute for imported oil is domestic natural gas. The solution is clean, plentiful American natural gas.

We have an abundance of natural gas in the continental United States. One recent study indicated we have 2,000 trillion cubic feet (Tcf) in natural gas reserves; enough for about 118 years. Put another way, we have more energy in our natural gas reserves than all the energy stored in all the oil in Saudi Arabia. Natural gas is a proven technology. Over 10 million cars and trucks around the world are natural gas vehicles (NGVs). Of those, unfortunately, only about 130,000 are in the United States.

We must provide incentives to jump start the NGV industry in America. A bill currently moving through the U.S. House and Senate will do just that. H.R. 1835 - the NAT GAS Act - provides tax incentives for owners of trucks and other fleets to begin moving their vehicles from imported gasoline and diesel to domestic natural gas and to open NGV fueling stations.

Another target of the NAT GAS Act are municipal, county and state vehicles; utility and express delivery trucks; municipal buses, and refuse and recycling trucks. All of these go back to the "barn" every night so they can easily, cheaply, and efficiently be refueled at those central locations.

In addition to reducing our dependence on foreign oil, H.R. 1835 will also improve our environment. Natural gas burns much cleaner than either gasoline or diesel and produces virtually no particulate emissions. Anyone who has waited at the curb with their child for a diesel-burning school bus knows what we are talking about.

New Mexico in particular has an abundance of natural gas. It is an off-the-shelf technology which can, within a matter of months - not decades - begin to reduce our dependence on foreign oil. It is cleaner than gasoline or diesel. It is cheaper than imported oil. And it will keep precious American dollars in America rather than going to places like Venezuela, Saudi Arabia, or Angola - three major suppliers of oil.

H.R. 1835 has 84 bi-partisan co-sponsors. That is an indication of how important the Members of Congress think the problem of our dependence on imported is, and how vital this legislation is in helping to solve it. We hope the House Leadership will bring H.R. 1835 to the floor for a vote as soon as possible.

Congressman Harry Teague represents New Mexico's 2nd Congressional District, he recently chaired the Re-Energize America Conference at New Mexico State University a two day conference that highlighted the benefits of natural gas for America's energy independence his website is www.teague.house.gov .

T. Boone Pickens is the founder and chairman of BP Capital Management. More information about natural gas as a transportation fuel can be found at www.pickensplan.com

Natural Gas Industry Demanding a Bigger Energy Spotlight – *Fort Worth Business Press* – 9/28/09

By John-Laurent Tronche

Natural gas is getting organized.

Or rather, the independent natural gas exploration and production companies that took shale gas from impossible to possible during the past decade increasingly are getting together to push the fuel's appeal to new markets.

America's Natural Gas Alliance is the latest example of the companies' cooperation. Formed earlier this year, ANGA was created by 28 of the nation's independent natural gas exploration and production companies that produce about 9 trillion cubic feet of gas per year and comprise more than 40 percent of total U.S. gas supply, according to the group's Web site.

"ANGA was formed in March 2009 to make sure natural gas has a voice in the discussion going forward," said Rod Lowman, president and CEO. No stranger to how government works, Lowman previously served as head of several other industry lobbying groups, including the Abundant Forests Alliance Inc., the American Plastics Council and the American Chemistry Council. He also worked as senior federal relations representative with Gulf Oil Corp., now Chevron Oil Corp.

"We may have gotten off to a later start, but we have been very engaged in the Senate debate," he said. "Natural gas has an important story to tell. It is abundant, clean American resource that can help end our dependence on foreign energy."

The nation's dependence on foreign energy appears to be a big topic when it comes to pushing for an increased use of domestically produced energy, especially natural gas. When oil magnate T. Boone Pickens launched his Pickens Plan – a proposed energy plan for the U.S. with reliance on renewable energy and gas – he frequently touted benefits and cost-savings that he said would come from producing more energy on U.S. soil.

The United States spent \$25 billion on imported oil during the month of August, which was more than any other previous month in 2009, according to a Sept. 10 newsletter. The U.S. has imported 2.9 billion barrels of oil since January of this year.

"It's a threat to our national security, and it's not helping our economy recover," Pickens wrote in the column. "Oil accounts for over 65 percent of the U.S. trade deficit, which just had its biggest percentage increase in a decade. With unemployment up and hovering near double digits, there is no more important time to harness our natural resources, like natural gas, to replace foreign oil at the pump and keep jobs and dollars on American soil."

According to a June report from the Potential Gas Committee, U.S. natural gas reserves total about 1,836 trillion cubic feet, or 39 percent more than originally estimated in 2006. That increase comes from a re-evaluation of the potential of shale gas. With the Barnett Shale well into production, companies increasingly are finding new opportunities in the Haynesville and Marcellus shales in Louisiana and Appalachia, respectively.

The goal of ANGA is to increase awareness of that abundance, and the environmental and economic benefits of natural gas, Lowman said.

"In the short term, we are working to ensure that the Senate version of Waxman-Markey includes a role for natural gas, recognizing it as a clean, abundant American resource," Lowman said. The Waxman-Markey (from Reps. Henry Waxman, D-Calif., and Ed Markey, D-Mass.) aims to tackle climate change by capping greenhouse gas emissions and possibly taxing carbon emissions.

XTO Energy Inc. Chairman Bob R. Simpson recently appeared on CNBC show Mad Money, hosted by the eccentric investment analyst and personality Jim Cramer, to explain how natural gas companies are going to make progress in increasing demand, which has been flat for the past decade, according to the Energy Information Administration.

"My speculation about politics is we're out-lobbied at the moment, and out-spent," Simpson said of why coal continues to be the choice for electricity production. He added, "We're going to catch up and we're going to educate. But we have a superior product so we've got an advantage long term. We're a little bit behind, but we're going to catch up."

Simpson said an \$80 million budget will help bridge the gap in lobbying, while Lowman insists it's not about competition.

"We are not 'taking on the coal industry,'" Lowman said, "but are educating people about natural gas's abundance and myriad benefits."

ANGA member companies include a who's who of shale gas producers, including Devon Energy Corp., XTO Energy, Chesapeake Energy Corp., EOG Resources Inc., Range Resources Corp. and others. For more information: www.anga.us.

Don't Depend on Foreign Oil – *Houston Chronicle* – 9/25/09

Since July 2008, members of the Pickens Plan army have been working to spread the word about the continuing dangers of our dependence on foreign oil. In August 2009 — even with oil at about half the price it was in 2008 — we still spent over \$25 billion to import more than 60 percent of the oil we used in just one month. That is money that could have been supporting the American economy instead of the economies of places like Saudi Arabia, Angola and Venezuela.

Natural gas is an abundant resource that can replace a significant percentage of that imported oil. It is cleaner than either gasoline or diesel, it is cheaper than imported oil, and we have reserves projected to last more than 100 years.

There is a bill in Congress, the NAT GAS Act (H.R. 1835 and S. 1408), that will help jump-start the natural-gas vehicle industry in the United States.

It has nearly 90 bipartisan co-sponsors in the House, making the NAT GAS Act one of the few substantive bills in Congress with the support of both parties.

I urge our representatives in Washington to move the NAT GAS Act onto the House and Senate floors for a vote this fall so it can quickly be signed into law by President Obama. Let's reduce our dangerous dependence on foreign oil.

Marc Church, League City

Reduce Need for Foreign Oil – *The Daily News Tribune* – 9/27/09

Among the many issues facing our nation, the question of energy requires public attention and debate.

Since July 2008, U.S. citizens who support the Pickens Plan have been working to spread the word about the continuing dangers of our dependence on foreign oil. In August 2009 - even with oil at about half the price it was in 2008 - we still spent over \$25 billion to import more than 60 percent of the oil we used in just one month. That is money which could have been supporting the American economy instead of the economies of places like Saudi Arabia, Angola and Venezuela.

Natural gas is an abundant resource which can replace a significant percentage of that imported oil. It is cleaner than either gasoline or diesel, it is cheaper than imported oil, and we have reserves projected to last more than 100 years.

There is a bill in Congress, the NAT GAS Act (H.R. 1835 and S. 1408), which will help jump start the natural gas vehicle industry in the United States. It has nearly 90 bi-partisan co-sponsors in the House making the NAT GAS Act one of the few substantive bills in Congress with the support of both parties.

I urge our representatives in Washington to move the NAT GAS Act onto the House and Senate floor for a vote this fall so it can quickly be signed into law by President Obama.

As the east coast U.S. is heavily dependent on oil, including home heating oil, this issue impacts all of us. Let's reduce our dangerous dependence on foreign oil.

Steve Collier, Natick

Let's Reduce Dependence on Foreign Oil – *Lake County Record-Bee – 9/25/09*

Since July 2008 members of the Pickens Plan army have been working to spread the word about the continuing dangers of our dependence on foreign oil. In August even with oil at about half the price it was in 2008 we still spent over \$25 billion to import more than 60 percent of the oil we used in just one month. That is money which could have been supporting the American economy, instead of the economies of places like Saudi Arabia, Angola and Venezuela.

Natural gas is an abundant resource which can replace a significant percentage of that imported oil. It is cleaner than either gasoline or diesel, it is cheaper than imported oil and we have reserves projected to last more than 100 years.

There is a bill in Congress, the NAT GAS Act (H.R. 1835 and S. 1408), which will help jump-start the natural gas vehicle industry in the United States. It has nearly 90 bipartisan co-sponsors in the House making the NAT GAS Act one of the few substantive bills in Congress with the support of both parties. I urge our representatives in Washington to move the NAT GAS Act onto the House and Senate floor for a vote this fall, so it can quickly be signed into law by President Obama. Let's reduce our dangerous dependence on foreign oil.

Craig Vipond, Upper Lake

OK Natural Gas Bills – *Elmira Star-Gazette – 9/28/09*

Whether they drill in New York or not, natural gas is the obvious choice for supplying our energy needs. In August 2009, even with oil at about half the price it was in 2008, we still spent over \$25 billion to import more than 60 percent of the oil we used in just one month. That is money that could have been supporting the American economy instead of the economies of places like Saudi Arabia, Angola and Venezuela.

Every citizen should read or at least be aware of the Pickens Plan.

Natural gas is an abundant resource which can replace a significant percentage of that imported oil. It is cleaner than either gasoline or diesel. It is cheaper than imported oil, and we have reserves projected to last more than 100 years.

There is a bill in Congress, the NAT GAS Act (H.R. 1835 and S. 1408), which will help jump-start the natural gas vehicle industry in the United States.

I urge our representatives in Washington to move the NAT GAS Act onto the House and Senate floor for a vote this fall so it can quickly be signed into law by President Obama. Let's reduce our dangerous dependence on foreign oil.

Jim Walluk, Horseheads

Natural Gas Vehicle Fuel Supplier to Buy BAF Technologies – NGI's Daily Gas Price Index – 9/28/09

Seal Beach, CA-based Clean Energy Fuels Corp. said Friday it has agreed to acquire Dallas, TX-based BAF Technologies Inc., a U.S. provider of natural gas vehicle systems and conversions. Clean Energy is a supplier of natural gas and gas-related infrastructure to the transportation sector -- both compressed natural gas (CNG) and liquefied natural gas (LNG).

Founded by oilman turned alternative energy advocate T. Boone Pickens, Clean Energy said the cash purchase price is approximately \$8.3 million and the deal will close "upon each party meeting certain closing conditions." The purchase amount will be used in part to pay off BAF's outstanding debt, the company said.

Since a finance unit of Clean Energy holds about \$3.8 million of BAF's outstanding debt, the net purchase price will amount to about \$4.5 million, Clean Energy said. BAF shares have been trading at \$14-16 this year.

Founded in 1992, BAF provides natural gas vehicle (NGV) conversions, alternative fuel systems, application engineering, service and warranty support, as well as research/development. Its vehicle conversions have included taxis, limousines, vans, pick-up trucks and shuttle buses. The company has certified NGVs under both the U.S. Environmental Protection Agency and California Air Resources Board standards.

BAF-converted vehicles are designated as Super Ultra Low Emission Vehicles (SULEV). BAF holds a purchase order for 600 Ford E-Series converted CNG vans from AT&T, which last March said it would deploy more than 15,000 alternative-fuel vehicles in its fleet during the next five years (see Daily GPI, March 16).

BAF products are already going into several of Clean Energy's target markets, Clean Energy CEO Andrew Littlefair said.

"This action will give confidence to potential fleet customers in the light-duty area who are considering transitioning their fleets to natural gas," Littlefair said. "BAF will provide a significant resource for light-duty vehicle conversions as well as the ability to work with automakers to develop additional U.S. products."

Littlefair said U.S. automakers have been "remiss" in not making more NGVs available in the United States. "We believe that automakers will ultimately produce NGVs for the U.S. market," he said.

PRINT COVERAGE

U.S. Energy is Ready for the Migration to Natural Gas – *Finance and Commerce* – 9/25/09

By Dan Haugen

Before the Pickens Plan, there was the Bathe Plan. William Bathe co-founded U.S. Energy Services in 1993 after Congress completed deregulation of the natural gas industry. The plan: to help customers in energy-intensive industries save money by managing their natural gas purchases on the new open market.

Today, U.S. Energy Services' revenues top \$400 million and are poised for growth, with T. Boone Pickens and others touting natural gas as part of the solution for global warming and foreign oil dependence.

U.S. Energy Services helps clients navigate the complicated maze of contracts and underground pipelines used in the buying and transport of natural gas.

"Natural gas is different than gasoline. It's a vapor, and it moves under natural gas pipeline. You never see it, so it's like a whole world out there (people don't) understand," said Bathe, sitting in his office at the company's new headquarters in Plymouth, overlooking Medicine Lake in the western suburbs.

Most households and businesses are best off buying through their local utility, but for companies that consume a lot of energy year-round, U.S. Energy can often help them get it for less by buying directly from a supplier. That's only possible because of the deregulation that occurred in the late 1980s. Congress changed the rules so that end-users could buy natural gas directly, rather than going through a utility.

A gas agent

Bathe's company acts as the customer's agent in procuring the gas, and then manages all the logistics behind getting it from a natural gas field in Kansas or Canada all the way to the customer's furnace. Those customers include ethanol plants, office buildings, manufacturers, food and beverage makers, and even utilities.

The company also handles price-risk management for its clients — using its expertise to decide when to lock in prices on future natural gas deliveries, which are traded on the New York Mercantile Exchange. This price forecasting as well as other information-management services are in growing demand.

"People want to know more and more now: 'How much am I using? How does it compare with last year? Are there things I can do to save energy?'" said Bathe. "A lot of people's balance sheets are very challenged right now, so they want to know, 'What are my demands for cash for natural gas? What is the most likely natural gas price for next year?'"

An emerging component of U.S. Energy Services' business involves renewable energy and carbon management. The company is exploring landfill gas as a renewable alternative and is developing tools to monitor clients' energy-related carbon footprints. It's information that will be in demand when carbon is taxed or otherwise penalized.

Still, natural gas is cleaner-burning than oil, and North America has enough of it to be natural gas-independent as a continent, Bathe said. That's why Bathe and others, like Pickens, believe the fuel will play an important role in the nation's energy future.

Bathe said few people talked about natural gas until Alan Greenspan started to tout its economic benefits about five years ago. Since then, some utilities, including Xcel Energy, have switched over coal-burning power plants to natural gas, and the vapor fuel has also replaced home-heating oil in most of the country.

The new attention, most recently from Pickens' proposal to convert the nation's fleet vehicles to natural gas, is changing people's perceptions of the fuel, Bathe said.

"It has not affected us directly. It has impacted us indirectly, because I think natural gas is seen in a different light than oil," he said.

Early career

Natural gas wasn't nearly as high-profile in 1979, when Bathe graduated with a civil engineering degree from Iowa State University and took a job with Northern Natural Gas, a part of InterNorth, which would later become Enron. Among the pipeline expansion projects he worked on for Northern was connecting taconite plants to natural gas.

Bathe left the company in 1988, and with three colleagues started a company called U.S. Gas Marketing. At that point, deregulation had only progressed to the point where utilities, but not end-users, could buy from various suppliers. U.S. Gas Marketing sold natural gas to utilities around the Midwest. When deregulation was complete, U.S. Energy Services was formed.

"We changed our business model to primarily focus on industrial customers, and also to act as agents instead of a marketer," Bathe said.

The company has grown in leaps and bounds since then. U.S. Energy Services is consistently ranked by Inc. magazine as one of the fastest-growing private firms in the United States. It nearly quadrupled its revenue last year, bringing in \$439 million in 2008 compared to \$112 million in 2007.

It's "a grow-or-die philosophy," said Bathe. But that growth can't come at the expense of existing customers. A high client-retention rate, 98 percent for 2008, is one of the keys to the company's success.

"We really emphasize in our goals the retention of existing business," Bathe said. "If you lose a customer, that's an indication that something's wrong. It may be that you provided good service but you weren't innovative enough. Or it might be bad service. That retention number is very, very important."

The barriers to growth during challenging economic times are smaller for energy companies than for other industries.

"When times are tough, people still need to heat their homes. You still have the dry cleaners, you still have the schools, you still have the industrial node. So it's a good industry to be in," he said.

Being nimble is critical, too.

"We weren't talking about landfill gas and carbon emissions three years ago, but we're sure talking about it now," Bathe said.

"We have to be bigger," he said. "We've got an ever-evolving global economy and people expect more for the same price or less. The only way to do that is to get bigger. Grow in your service offerings, the level of sophistication, the scope. The more clients you have, the more information you have to be able to make good recommendations.

"There may be some point in time where big is big enough, but we're nowhere close to that."

America: A World Leader in Oil Exports! – *Energy Tribune* – 9/25/09

By Robert Brice

There has never been a more global, more integrated, more transparent market than the modern crude oil and oil products market. And yet, the calls for America to be “energy independent” continue to be heard from both the Right and the Left.

The most persistent of the advocates for “energy independence” are the neoconservatives affiliated with Set America Free, a Washington-based group that has been touting the mirage of independence since 2004. And the highest-profile member of that group is former CIA director James Woolsey. Woolsey and his allies at Set America Free have written several articles, and have even recently published a book, claiming that the US should take the lead by, as they put it, “turning oil into salt.” Their claim: oil’s importance as a strategic commodity will end if only the US would get more aggressive in its use of plug-in hybrid-electric vehicles, as well as the use of more “methanol, butanol, and other alternative fuels produced from grasses and even waste.”

While Woolsey and his allies are focusing on turning petroleum into various condiments, a look back at the federal efforts to create alternatives to petroleum shows an unbroken record of failure, i.e., the Synthetic Fuels Corporation and the corn ethanol scam.

Of course, the neoconservatives at Set America Free seldom let the facts get in the way of their demagoguery. Nor have they bothered to pick up a dictionary to examine the word “fungible.” Were they to do so, they might begin to understand the global nature of the oil industry. Alas, the neoconservatives aren’t alone in this regard. Most of the energy talking-heads on TV and elsewhere (T. Boone Pickens, Thomas Friedman, etc.) only talk about US oil imports. Few bother to look at the amount of oil leaving US ports. And fewer still bother to look at just how many trading partners the US has when it comes to oil and oil products.

Here are the facts: In 2007, when you count crude oil and all other oil products, the US imported oil from 90 different countries. Thus, the US maintains oil-based trade with nearly half of the countries on the planet. And while the neoconservatives love to talk about the dangers of the petrostates and repressive regimes, America continues to have oil-related trade with Syria, Algeria, Oman, Belarus, and Yemen – none of which are exactly bastions of Jeffersonian democracy.

Furthermore, in 2007, the US exported oil and oil products to customers in 73 countries. Indeed, over the past few years the US has become one of the world’s biggest exporters of refined products. In 1998, the US was exporting about 945,000 barrels of oil and refined oil products per day. By 2008, the US was exporting nearly twice that amount, some 1.8 million barrels per day. And through the first six months of 2009, those exports have continued to rise, with daily exports averaging 1.9 million barrels per day. At that level, US oil exports are on par with countries like Angola and Venezuela.

Of course, the vast majority of those exports are refined products, not crude. But why has the US become a major player in the international oil market for refined products? The answer: US refineries are among the best in the world. And those refineries can produce the types of fuels the global market demands. One of the largest elements of US oil exports involves distillate fuel oil, much of which is going to customers in Europe and South America. Buyers in those regions are eager to purchase low-sulfur diesel fuel. Europe has a shortage of diesel refining capacity and given that US refiners can supply the needed product, European buyers are relying on the US to make up for their shortfall.

While America’s role as an oil exporter is partly a function of its position as the world’s biggest oil importer, it’s also true that the US refining sector is bolstering its role as a global player in manufactured goods. That can be seen by looking at crude oil import levels. In 1998, US crude oil and petroleum product imports averaged 10.7 million barrels per day. By 2008, that number had increased to 12.9 million barrels per day. Thus, while total US imports increased by 2.2 million barrels per day, or about 20%, over that time period, the amount of US exports of refined products doubled, to about 1.8 million barrels per day.

The fundamental point here is obvious: the US cannot secede from the global oil market. It has always been a major player in global oil trade and it will continue being a major player for decades to come. So much for “energy independence.”

Saturday Interview: Randy Eresman – *Canwest News Service* – 9/26/09

Randy Eresman's job description is changing, and it is not just because EnCana Corp., the natural gas and integrated oil company he now leads, is spinning off its oil and refining operations into a new company called Cenovus Energy Inc. He's a petroleum engineer by training but increasingly is becoming a lobbyist and marketer for the natural gas industry. His challenge? To convince legislators, auto manufacturers and consumers that natural gas vehicles are the way of the future. Goodbye drill bit, hello podium. Mr. Eresman sat down with the *Financial Post's* Carrie Tait to explain his changing role and the challenges in his way.

Q. Are you going to have time on your hands now that you don't have EnCana's oil business to worry about?

A. I was already evolving into something else [as a CEO]. My business was taking on, because of necessity, a greater role in trying to develop the downstream integrated part of the natural gas business. Natural gas deserves to play a role in North American transportation. In that, there's an awful lot of work that needs to be done, both politically and in business development, to ensure that natural gas has a spot in the evolution of the energy industry in North America.

Q. So are you more of a lobbyist now?

A. Natural gas prices will be controlled by the cost of supply and the amount of demand created on the North American continent. With that revelation, it became readily apparent to us that we needed to do something we hadn't done before, which is to start getting involved in the demand side of natural gas.

To increase the demand side, you have to show how electrical generation could displace coal and why it should displace coal — the environmental benefits and how the costs are coming more into line. But more obvious to us was how it should displace imported foreign oil.

By reducing imported foreign oil and replacing with natural gas, you get three or four benefits: you increase energy security for North America; you increase jobs because you have the development of the natural gas business in North America; you improve trade balances because the money is not going off the continent; and you have the environmental benefit because if you use natural gas in vehicles, it emits about one-third less carbon dioxide into the atmosphere.

So, how do you go about increasing the demand for natural gas? It is not a simple thing because there isn't a network of natural gas filling stations across North America, and there's also a strong political lobby in the United States that is trying to reduce dependence on all hydrocarbons.

So, ourselves and other like-minded companies have gotten together to lobby and educate the U.S. government to ensure that natural gas has a role in the transportation sector and to make sure it is understood what natural gas can do in electrical generation.

Q. How are you finding this new role?

A. It is quite a big shift. Early on this year I represented the energy industry of Canada at the G8 Energy Ministers' Conference in Rome, where I spoke about the newfound abundance of natural gas in North America and how we need to use more of it to reduce our...CO2 emissions.

I've sat down with U.S. Energy Secretary Steven Chu on a couple of occasions and delivered that same message, and I'm happy to see he's now delivering the same message, recently instructing the Department of Energy to look at ways to increase natural gas use in transportation.

CEOs are leaving the operations in the hands of our teams to evolve the technology and the optimization of the natural gas strategy. In our industry today, we see the need to expand the market.

Q. How long before we can fill our cars up at natural gas filling stations? Will you see it in your time as a CEO?

A. Yes, I think there's a good chance. In North America today, many of the natural gas utilities use natural gas [to fuel] their existing fleets [of vehicles]. ATCO has filling stations in Edmonton and Calgary, for their own operations. Enbridge in southern Ontario has a very large fleet of vehicles there. Many cities across North America have filling stations for their buses. But what we don't have anywhere are enough filling stations available to the public...not enough that would allow you to travel freely across the country. North America has less than a quarter-million natural gas vehicles, and in the world today there are about 10 million natural gas vehicles.

What is required — and it becomes a chicken-and-egg situation — are the filling stations to exist before the auto manufacturers will bring in their vehicles. The large auto manufacturers around the world produce about 20 compressed natural gas vehicles today that are readily available. There's only one natural gas vehicle that is readily available in North America, and that is the Honda Civic. Hybrids are the transition, and you have that as sort of a back-up plan. I think that is the way you introduce them to North America.

Q. How does EnCana prompt that as a driller and a producer?

A. That's where you need political vision as well. If you want conversions to natural gas vehicles, governments could use tax policy in order to do that. You build a filling station, you get double tax breaks or something. But you need to create a network of filling stations. And you start with the fleet vehicles. You convince them there is an opportunity to convert government vehicles, postal trucks, delivery trucks...all those kinds of vehicles run many hours a day.

And once you have enough of these fleet filling stations, the other thing you look at is major transportation corridors. The best vehicles [to] get converted are the ones that use the most fuel. So there are big transportation corridors between Toronto and Montreal, and Montreal and Buffalo, and Toronto and Detroit, that sort of thing. And there's a big corridor between Vancouver and Edmonton. Get those corridors locked down with enough filling stations there.

In the United States, T. Boone Pickens' plan encourages using tax breaks, the conversion of long-haul vehicles to compressed natural gas or liquefied natural gas with accelerated tax writeoffs.... That alone can displace about half of the imported oil in the United States, so it is a huge, huge market.

Q. What do you think EnCana will look like in 10 or 20 years?

A. Our growth suggests somewhere in the next seven to 10 years we could be about twice the size we are today.

Q. What will Cenovus Energy Inc. look like?

A. I think Cenovus will look like the lowest-cost integrated oil company, with its focus on bitumen recovery. It will be, by that time, close to a pure-play.

By Amanda Kerr

YORK — Want to reduce your electric bill? Maybe you should consider a turbine.

That's what the Planning Commission will consider during a work session next week on whether York County should create a zoning ordinance allowing wind turbines in neighborhoods.

"We're looking at it because we received a couple of requests from citizens who were interested in installing wind turbines on their property, and we had to tell them the zoning ordinance does not provide for them," explained York planner Timothy Cross.

According to the American Wind Energy Association, small windmills cost \$6,000 - \$22,000 installed and take 6-15 years to recoup the investment from electricity savings, so there's little fear of them lining the street.

Wind power gained prominence when billionaire T. Boone Pickens pushed massive wind farms a few years ago. Opponents argue that winds are unreliable and that large wind farms have devastated some bird populations during migration. A wind farm eyed off the Eastern Shore of Virginia has been opposed as dangerous to birds.

Cross said the Planning Commission's focus will be residential use, although they could consider allowing turbines in commercial zoning districts.

He said commercial windfarms is beyond the "scope" what the Planning Commission will discuss.

The inquiries for turbines arose from homeowners in Dandy and Seaford. Those two areas, along with Dare and York Point, have been identified as areas in the county with the best wind, typically from the east coming off the Chesapeake Bay.

Planning staff suggest proceeding slowly. "The lack of any first-hand, real-world experience with wind turbines anywhere in the region probably calls for a cautious approach," one document cautions.

Cross has key questions for the Planning Commission.

n Should small wind energy systems be allowed in the first place?

n If so, should permission be by-right or with a special use permit?

n Which residential zoning districts should qualify?

The sound of a residential turbine is said to range from that of a flapping flag to a whirring refrigerator, depending on the size. The larger issue for neighbors may be height.

According to planning documents, towers on small turbines typically range 80-100 feet tall as a monopole or lattice structure, with two- or three-bladed turbines spanning 2-15 feet. By comparison, the blades on the recently defunct Robertson's Windmill in Colonial Williamsburg were 26 feet.

Four jurisdictions in Virginia have windmill ordinances that York planners will scrutinize.

Halifax and Rockingham limit turbines to agricultural zones. Halifax has no maximum height, while Rockingham limits them to 65 feet on parcels under 5 acres. Larger tracts can have windmills that extend 80 feet.

Suffolk and Virginia Beach have more relaxed ordinances that allow windmills in residential and commercial districts. Suffolk permits a height of 120 feet, while Virginia Beach allows unlimited heights with a special use permit.

All four localities impose setback requirements as well. They also require that turbines be removed after 1-3 years of discontinued use.

Planning documents offer three possible options for York:

n Permit windmills in all single-family neighborhoods by special use permit.

n Permit them by right up to the maximum allowed building height in single-family neighborhoods. Require a special use permit, special exception or administrative exemption for towers over the height limit.

n Permit towers up to 100 feet by right in rural residential and resource conservation districts and with a special use permit in all other single-family districts.

Want to go? The Planning Commission will hold a work session at 7 p.m. Wednesday, Sept. 30, in York Hall at 301 Main St. in Yorktown.

Dallas Arts District Built on Patience and Persistence – *Dallas Morning News* – 9/26/09

By David Dillon

From the roof terrace of One Arts Plaza, the Dallas Arts District spreads out like a World's Fair minus the Ferris wheel: a mixture of old and new, familiar and startling, tradition and experimentation.

At one end of Flora Street stands the massive barrel vault of the Dallas Museum of Art, a 19th-century gesture in a 21st-century setting; at the other rises the Wylie Theatre, an upside-down, inside-out cube covered in aluminum tubes that look like rippling stage curtains. And opposite it, overlooking Sammons Park, is a bright red ellipse in a clear glass box known as the Winspear Opera House.

These two buildings, together with the gaping hole in the ground that will become the City Performance Hall, make up the AT&T Performing Arts Center. It opens Oct. 12, and at that point the Dallas Arts District, institutionally speaking, will be complete.

Art, opera, classical music, theater and ballet will all be housed in bold contemporary buildings by some of the world's finest architects. The total public and private investment could top \$1 billion, a remarkable sum at any time and particularly during a global financial meltdown.

Arts on the rise

The goal from Day One – 31 years ago – has been to legitimize Dallas' claim as a "city of the arts," revive its slumbering downtown and create a grand civic place where everyone would feel welcome even without a ticket.

It's an ambitious agenda that has been only partially fulfilled. Architecture? First rate and likely to raise Dallas' standing as a showcase for contemporary design. Economic spin-off? The arrival of the 7-Eleven headquarters has brought 1,500 office workers into the district, but not much else has happened. Populist meeting ground? Except for occasional special events, street life is still a fantasy.

The catalyst for the Arts District was a brief 1978 report by Carr Lynch Associates of Cambridge, Mass., that called for relocating the major arts facilities from Fair Park to a played-out stretch of car dealerships and parking lots on the northern edge of downtown.

Yet when arts organizations presented the idea to voters in 1978 it was shot down, the first time an arts referendum had failed. Shocked out of their complacency, arts proponents regrouped and in 1979 won the second bond election.

The DMA led the charge, snapping up land options for \$10 to \$15 a square foot and starting construction on a new \$40 million building by Edward Larrabee Barnes that opened in 1984. But others, notably the Dallas Symphony Orchestra, dithered and danced while speculators drove district land prices to \$250 a square foot. They found themselves on the outside looking in.

To keep the district dream alive, the city hired Sasaki Associates to draft a preliminary master plan, which with its towers and chic shops and restaurants had more in common with New York's Fifth Avenue than downtown Dallas. A revised version has been selectively implemented.

Five years after the DMA opened, the Morton H. Meyerson Symphony Center held its first concert. Acoustically it was a dream; logistically it was a nightmare of construction delays, cost overruns and turf battles between architect and acoustician, all of which left city officials wary of getting involved with another big-ticket arts project.

The Nasher Sculpture Center, privately funded, opened in 2003, followed by Dallas ISD's Booker T. Washington High School for the Performing and Visual Arts in 2008, and two weeks from now the \$354 million AT&T Performing Arts Center.

Serious architecture

Collectively, the district has one of the most architecturally sophisticated ensembles of cultural buildings anywhere. They're less stiff and monolithic than New York's Lincoln Center, more integrated and accessible than Los Angeles' Grand Avenue. Major works by Pritzker Prize-winners I.M. Pei, Renzo Piano, Norman Foster and Rem Koolhaas line Flora, while a fifth, Thom Mayne, is designing the Perot Museum of Nature & Science several blocks away.

There is nothing slapdash about any of them; all are carefully conceived and handsomely made. Acoustically, the Meyerson is the best concert hall of the past 25 years, while the Nasher Sculpture Center ranks as Piano's most refined and elegant building.

Yet instead of dutifully mimicking the conservative steel-and-stone look of their predecessors, the center's buildings introduce aluminum tubing and Astroturf paneling, undulating roofs and "take-that" technology. The Winspear recalls London's Covent Garden in plan, but with a glowing red ball in the lobby and big eyebrows, while the Wyly is a performance machine in which nothing is where it usually is, and the flying of seats and the whirring of gears and pulleys are part of the aesthetic.

Turning points

One of the remarkable things about the new performing arts center is that it happened at all. In the past, recessions have sent the Arts District into a coma, from which it took years to awaken. This time around supporters plowed on through, raising \$354 million before and during the financial crisis.

One explanation was the emergence of a tight group of pedal-to-the-metal leaders like John Dayton, Deedie Rose, Doug Curtis and Bill Lively, the former SMU band director turned fundraiser extraordinaire.

Although he had no eye for design, he knew how to tell the story and get the checks, while amassing a collection of Hermes ties that belongs in the Smithsonian. Although the center has a large board and

hundreds of volunteers, it was largely this group, the cultural equivalent of a kitchen cabinet, that called the shots.

Another factor was the broader and deeper base of support.

"When we built the art museum, the supporters were mostly visual arts people," says Rose. "With the Meyerson, it was mostly symphony people. This time we had million-dollar donations from people who had never been big arts supporters but who believed that the project was important for the city."

There were 133 of them, in fact, including leveraged buyout guru Harold Simmons, oil and gas heavies T. Boone Pickens and Mike Terry, and entrepreneur Charles Wyly, whose gift launched the new theater.

Unfinished business

Yet as Carr-Lynch pointed out three decades ago, architecture is only one part of the Arts District story. Another is "to bring the arts into the lives of people in an immediate and personal way, in the course of everyday life."

It is here, on the civic and public front, that the district is still a work in progress.

For most of its history, it has been an institutional enclave: museums, theaters, schools, one office tower and a few secreted restaurants. Its life was mostly private and internalized; and "dead" didn't begin to describe the district on nights and weekends.

The opening of One Arts Plaza has brought a smattering of street life. The apartments going up at Routh and Ross are economically and demographically right, though the architecture is rock-bottom for such an address. More housing, more stores and popular entertainment, greater diversity of incomes and occupations, that's the agenda for the future, and it could take another 30 years to complete.

Public transit is another missing ingredient. DART and the city blew it by not including several stops within the district. Symphony and opera patrons can park in underground garages, but many of the people the district says it wants to attract depend on public transit.

Yet these are issues of planning and public policy, beyond the control of arts institutions. What's within their grasp is developing a new collaborative vision for the visual and performing arts. Implicit in the term "arts district," and key to selling it to voters in the first place, was the idea of joint effort, the conviction that the whole can be greater than the sum of its parts.

"Collaboration is a great need, especially now," says Steve Nash, former director of the Nasher, "but getting the arts groups to agree on anything was tough. Programming [for the district] was always very fractured."

An occasional chamber music concert in a museum, or jointly sponsored lectures and symposia, that was about it – the arts community talking mostly to itself.

But with a new group of directors and managers on board, all very aware of the "my building, my block" attitude of the past, change is coming. These leaders point to the flurry of joint events surrounding the opening of the center, including an exhibition on performing arts at the DMA and an architecture show devoted to the output of Foster's firm at the Nasher.

A fledgling management group headed by former City Council member Veletta Forsythe Lill has just produced a glossy guide to the district that is running in Texas Monthly and other publications. Joint ticketing, coordinated free nights and a one-stop Web site are all being seriously explored.

"To create a real arts district, we need to think outside the walls of our own institutions," says Jeremy Strick, the new director at the Nasher. "Public art, outdoor performances, short, quick-hit exhibitions, whatever overcomes institutional inertia."

For Mark Nerenhausen, new president and CEO of the center, the key is creating an overall image and atmosphere that makes people want to come back again and again. "It's consciousness-raising. We want them to be aware of all the different things they can do in the District."

From the top of One Arts Plaza, that image and atmosphere seems feverish bordering on frenzied. Crews are working double shifts as floodlights turn night into day. The Wyly is nearly complete, while the Winspear is sprinting to the finish.

All this will get cleared away by the time the singing, dancing, toasting and nonstop hoopla begin on Oct. 12. Then the arts organizations will get back to programming and presenting, hoping to woo people back again and again.

Supply and Demand Dictates Balance Between Oil and Berries – *The News-Review* – 9/27/09

By Scott McKain

"My father rode a camel. I drive a car. My son flies a jet plane. His son will ride a camel." — Saudi saying

Near the east coast of Saudi Arabia is Ghawar, the largest oil field in the world. Oil workers are pumping crude to the port of Ras Tanura to be loaded onto an oil tanker bound for the United States. At the same time, halfway around the world, farm workers are preparing blueberry fields for the coming season in the Umpqua Valley near Roseburg. As the tanker leaves the Persian Gulf, the blueberry bushes are in full bloom. After a voyage of 33 days, the tanker unloads its crude oil at the BP Cherry Point refinery in Blaine, Wash. The blueberries have set fruit and the crop looks good. The Saudi crude is refined into gasoline, diesel and jet fuel. The blueberries are ripening nicely. The farm owners put out the call for pickers. The fuels from the refinery are distributed down the Interstate 5 corridor by tanker truck. Gas and diesel is delivered and sold in Douglas County. Jet fuel is delivered to Portland International Airport. The berries are picked and loaded onto trucks for the trip to the airport for shipment. The aircraft is loaded with Umpqua blueberries and Saudi jet fuel. Where are these little blue beauties going? One place is Saudi Arabia!

This is a picture of the global economy. Every step in the system works because of cheap and plentiful oil. Any reduction in supplies would have dramatic economic effects. Is world oil production keeping up with increasing demand? Can the climate remain stable with all the greenhouse gasses produced? Is the present system sustainable? The answer to all of the above is no.

The Prudhoe Bay field in Alaska is an example of what is happening to oil production around the world. It began producing in 1978. Peak production came 10 years later at 2 million barrels a day. At present it produces one quarter of that. Recently BP Oil at Prudhoe Bay had a bad oil spill because corrosion ate a hole in a pipeline. I heard an engineer interviewed on the radio say, "When we started production here we were pumping 100 percent oil. Now half of what comes out of the ground is seawater. That is what is causing the pipe corrosion." When an oil field goes into depletion, seawater is injected to force more oil to the surface. There will be a point when it takes more energy to extract the oil than what is recovered, regardless of how high the price of oil goes. The field is then abandoned. At the giant Ghawar oil field the Saudis are now injecting seawater.

In oil science, there is a theory called the Hubbert Peak. It states that maximum oil production will follow maximum oil discoveries by about 35 years. While controversial, it has a pretty good track record when applied to different regions, including the United States. When applied to world production, the peak should have been two years ago. Now that the numbers are in, that prediction appears accurate.

Production has leveled off and has slightly declined. Some are predicting a decline of three percent a year for the next 10 years. The run up in oil prices last summer was interesting, considering the predictions of the Hubbert Peak theory.

The United States is not in a good position in the face of declining oil supplies. We use one quarter of all the world's oil production. We have built our cities and suburbs for the benefit of cars, not people. Rising oil prices will put a severe drag on our economy. Military involvement in oil-producing nations could increase at huge costs. Each year the cost of climate change also rises, most notably in dealing with the weirdness of the weather. A weak economy may not have the investment capital to make the massive changes necessary, such as transforming our energy and transportation systems. Recently oil man T.Boone Pickens had to shelve his plan to build a massive wind farm in Texas because he was not able to arrange the investment capital needed in the present recession. In short, I think it's time to sell the motor home.

The Douglas County Global Warming Coalition will be hosting a forum titled "Transportation in a Warming World" and featuring several speakers, including Charlie Tomlinson, mayor of Corvallis. His talk is titled "Sustainable Mobility." The forum will be at 6 p.m. Oct. 29 in Room 216 of the Douglas County Courthouse.

Scott McKain is a member of the Douglas County Global Warming Coalition. He is retired from the Douglas County Health and the Building Facilities departments. He has a degree in oceanography. Send suggestions to sjmckain@gmail.com.

BLOG/ONLINE COVERAGE

More "Little Guys" Rallying The Troops for Natural Gas – *Atomic Insights* – 9/27/09

A couple of days ago, I blogged about the interesting way that National Public Radio (NPR) produced a three part feature piece on natural gas that portrayed the extraction businesses involved in natural gas as powerless "little guys". That blog post, like all Atomic Insights blog posts, was republished at The Energy Collective, where it was noticed by Mike Pickens, the son of T. Boone Pickens.

A fellow USNA graduate saw that post, looked me up and told me about finding my work on Pickens Plan. While doing the vanity thing and seeing what they had to say about me, I noticed the below video and thought that it did a pretty good job of illustrating my point that natural gas, whatever its advantages over other fossil fuels, does not deserve a pass by virtue of being solely the providence of small businesses.

It is well supported by some major players; its producers are part of the energy establishment. If you like it for its cleanliness and mostly domestic sources, that is okay, but please do not try to portray it as an underdog with little political power. I think LBJ would disagree with that portrayal, if he was alive today. I am certain that Bill Clinton and Al Gore, if asked under truth serum, would tell you that natural gas interests helped to propel them into office and helped to ensure that they served for two full terms.

BROADCAST COVERAGE

1. Bloomberg On The Economy

WBBR-AM 1130 (NBC/ABC) New York
09/27/2009 09:00 AM - 10:00 AM

DMA: 1
Spot Cost: \$165
Est. Audience: 24,800

00:44:00 ...It's the oil in the ground that we that we care about, and that's why we have the military power there. So you have that kind of cost that is a subsidy to the **energy** companies. We've had **Boone Pickens** in here recently. Would you buy the **Boone Pickens natural gas** trucks to move the interface carpet around? As an interim step, yes. What would be the next step? Hydrogen fuel cells would be the next step... 00:45:59

2. Live From Tokyo And London

WBBR-AM 1130 (NBC/ABC) New York
09/25/2009 10:00 PM - 11:00 PM

DMA: 1
Spot Cost: \$30
Est. Audience: 7,900

00:44:00 ...It's the oil in the ground that we that we care about, and that's why we have the military power there. So you have that kind of cost that is a subsidy to the **energy** companies. We've had **Boone Pickens** in here recently. Would you buy the **Boone Pickens natural gas** trucks to move the interface carpet around? As an interim step, yes. What would be the next step? Hydrogen fuel cells would be the next step... 00:45:59

3. NBC 7/39 Today

KNSD-TV CH 39 (NBC) San Diego
09/25/2009 05:00 AM - 06:00 AM

DMA: 28
Spot Cost: \$121
Est. Audience: 19,433

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

00:18:19 Morning Salute: NBC 7/39 Today salutes Operation Bigs at Camp Pendleton, Coronado and Point Loma. It was founded in 2004 by Big Brothers and Big Sisters of San Diego County and is funded by the Jack in the Box Foundation and Madeleine and **T. Boone Pickens**. V; Video of participants in Camp Big. The program pairs volunteers with children whose parents are deployed overseas. The volunteers also do some mentoring. I; Local boy who participates in program, comments on how the program has helped him to become a better student. I; Local volunteer, explains why he volunteers with Operation Bigs. 00:19:40

4. NBC 7/39 Today

KNSD-TV CH 39 (NBC) San Diego
09/25/2009 06:00 AM - 07:00 AM

DMA: 28
Spot Cost: \$459
Est. Audience: 38,531

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

[CC] 00:19:49 This morning we salute Operation Biggs at Camp Pendleton, Coronado and Point Loma. It was founded in 2004 by Big Brothers and Big Sisters of San Diego County, and it was so successful it recently expanded into the southern part of the county. It pairs volunteers with kids who have parents deployed. It's funded by the Jack in the Box Foundation and Madeleine and **T. Boone Pickens**. Not only do the Bigs volunteers play sports together, they do some mentoring as well. Well, the Bigs program is looking for more mentors. If you are interested, just go to our Web site, NBCSanDiego.com, and search for Operation Bigs. 00:21:04

5. Top Of The Morning

KLST-TV CH 8 (CBS) San Angelo
09/25/2009 06:00 AM - 07:00 AM

DMA: 196
Spot Cost: \$125
Est. Audience: 7,836

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

[CC] 00:37:15 Texas Governor Rick Perry, who is running for re-election next year, says Dallas **energy** billionaire **T. Boone Pickens** has endorsed him. Governor Perry is an ally in **Pickens'** efforts to promote **wind energy** and **natural gas**. The two differ on a key **energy** issue involving federal climate legislation to reduce green house **gases**. Perry says "cap and trade" would kill Texas jobs. **Pickens** supports the measure, saying it would serve his goals for **wind** and solar power and more transmission lines. 00:38:39