

***INCOMING  
CORRESPONDENCE***

RECEIVED FEB 12 2010

February 6, 2010

James M. Reynolds, Pres.  
Community Electric Coop  
52 W. Windsor Blvd., P.O. Box 267  
Windsor, Virginia 23487-0267

Dear Mr. Reynolds,

My letter of 12-30-09 refers.

I thought you might be interested in some statistics concerning how much more dangerous rural roads are compared to other roads. These statistics appeared in an article in the 3-3-05 issue of the Indianapolis Star. In addition, it is noteworthy to compare the period this article addresses, 1990 to 2003, with the below tabulation from the National Highway Traffic Safety Administration (NHTSA) statistics of fatalities resulting from vehicles hitting utility poles in the United States over approximately the same period.

Year	No. of Fatalities	Year	No. of Fatalities
1991	1,454	1998	1,819
1992	1,848	1999	1,856
1993	1,898	2000	1,819
1994	1,779	2001	1,918
1995	1,911	2002	1,997
1996	1,943	2003	1,889
1997	1,849		

As you can see, except for 1991, fatalities from vehicles hitting utility poles held more or less steady over this period.



Ken Sharp  
9342 Oak Run Circle  
Indianapolis, Indiana 46260

cc: Dallas O. Jones, Southampton County

# Study: Death rate on rural roads is nearly triple other routes

By Tom Kenworthy  
USA Today

The death rate for motorists on rural roads was nearly three times the rate for driving on all other roads in 2003, a study to be released today shows.

Safety improvements on rural, non-interstate routes have lagged, although driving on all U.S. roads and highways has become less dangerous since 1990, according to an analysis of federal highway data

by The Road Information Program.

"The nation's rural roads are exposing rural residents and visitors to an unacceptable level of risk," says William Wilkins, executive director of the highway information research organization, based in Washington, D.C. "We know how to make rural roads safer. What is missing is adequate funding for road safety projects that will save numerous lives."

Among the study's findings:

■ 52 percent of the 42,301 average annual traffic deaths from 1999 through 2003 occurred on noninterstate rural routes, although travel on those roads represents just 28 percent of miles driven.

In Indiana, 62 percent of its 4,441 traffic fatalities from 1999 to 2003 were on rural, non-interstate roads, the report said.

■ The death rate on rural roads in 2003 was 2.72 per 100 million miles driven, compared with 0.99 on all other roads.

■ From 1990 through 2003, the death rate on all routes excluding rural roads decreased 32 percent. The death rate on rural roads declined by 21 percent during the same period.

Many rural areas are gaining population, but roads in those areas are more likely than urban roads to have features that make driving hazardous. They include narrow lanes, limited shoulders and sharp curves.

RECEIVED FEB 12 2010

**PULLEY & ROWE**  
**ATTORNEYS AT LAW**  
**22312 MAIN STREET**  
**P. O. BOX 99**  
**COURTLAND, VIRGINIA 23837**

**JUNIUS W. PULLEY (1913-1970)**  
**F. BERT PULLEY (1951-1999)**

**CHARLES B. ROWE**

February 5, 2010

**TELEPHONES**  
**757/653-2232**  
**757/653-2995**  
**FAX 757/653-9508**

Mrs. Beth Lewis, Principal Planner  
Southampton County  
P. O. Box 400  
Courtland, VA 23837

RECEIVED FEB 09 2010

Dear Beth:

Thank you for speaking at the February meeting of the Courtland Ruritan Club. As Southampton County's first planner, I thought that it would be good to bring your role before our group.

You certainly represented the County government well and everyone left with a better appreciation of what you, and through you, what Southampton County is trying to accomplish.

Thank you again for taking your time to come to our meeting on such a "non-Florida" evening. I look forward to seeing you in the community.

Yours very truly,



Charles B. Rowe  
Courtland Ruritan Club Program Committee

CBR/ser

cc: Mr. Michael W. Johnson  
Southampton County Administrator

RECEIVED FEB 03 2010

9184 Hoke Brady Road  
Henrico, VA 23231  
February 1, 2010

Mr. Dallas O. Jones  
Chairman, Board of Supervisors, Southampton County  
P.O. Box 400  
Courtland, VA 23837

Dear Mr. Jones:

Upon learning about the loss of the International Paper Company's manufacturing plant, the town of Franklin and Southampton County have my deepest sympathies. My husband and I have developed warm relationships there since our two sons settled in Franklin in 1990 to establish careers – Dr. Gregory Koontz with dentistry and Thane Koontz with VA Department of Transportation.

I am writing to you about a possible concept for retrofitting or renovating the International Paper plant for a profitable alternative use – production of biofuels. Three factors have provided fortuitous resources on Franklin: convergence of the Blackwater and Nottoway rivers, International Paper's location on one of these streams, and the Blackwater swamp nearby would seem to make the plant an appropriate site for producing biofuel from algae. The attached materials will describe the production process much better than I. After reading about Professor Bryan Willson's exciting research at Colorado State University and Solix Biofuels' actual production of fuel oil from microalgae, you may like more information to contact:

Engines and Energy Conversion Laboratory  
Department of Mechanical Engineering  
Colorado State University  
430 N. College Avenue  
Ft. Collins, CO 80524  
(970)491-4796

Solix Biofuels, Inc.  
430B N. College Avenue  
Ft. Collins, CO 80524  
(970)692-5600

No doubt you and other county leaders have been searching for solutions to the loss of International Paper manufacturing and you are even more interested than I am in finding another industry to supply jobs for your citizens. New federal stimulus funding will soon be available for "green" industry and infrastructure. Southampton County could benefit from these national initiatives if the county could have a "shovel-ready" plan developed and ready for implementation. A biofuel plant manufacturing an alternative source of fuel to reduce our nation's dependence on fossil fuel from the Middle East while

Page 2

providing jobs for Southampton's citizens would spotlight the town and its innovative Board of Supervisors. Biomass produced from existing natural resources nearby make efficient, profitable sense. Southampton County's bountiful agricultural base could provide other alternative sources (switchgrass or barley perhaps???) for biomass production, putting peanut farmers back to work.

Many thanks for your attention to these suggestions for re-use of the IP plant. I wish you and Southampton County the best future possible. I am writing a similar letter to Mr. Council, Mayor, Town of Franklin, and to our two U.S. Senators.

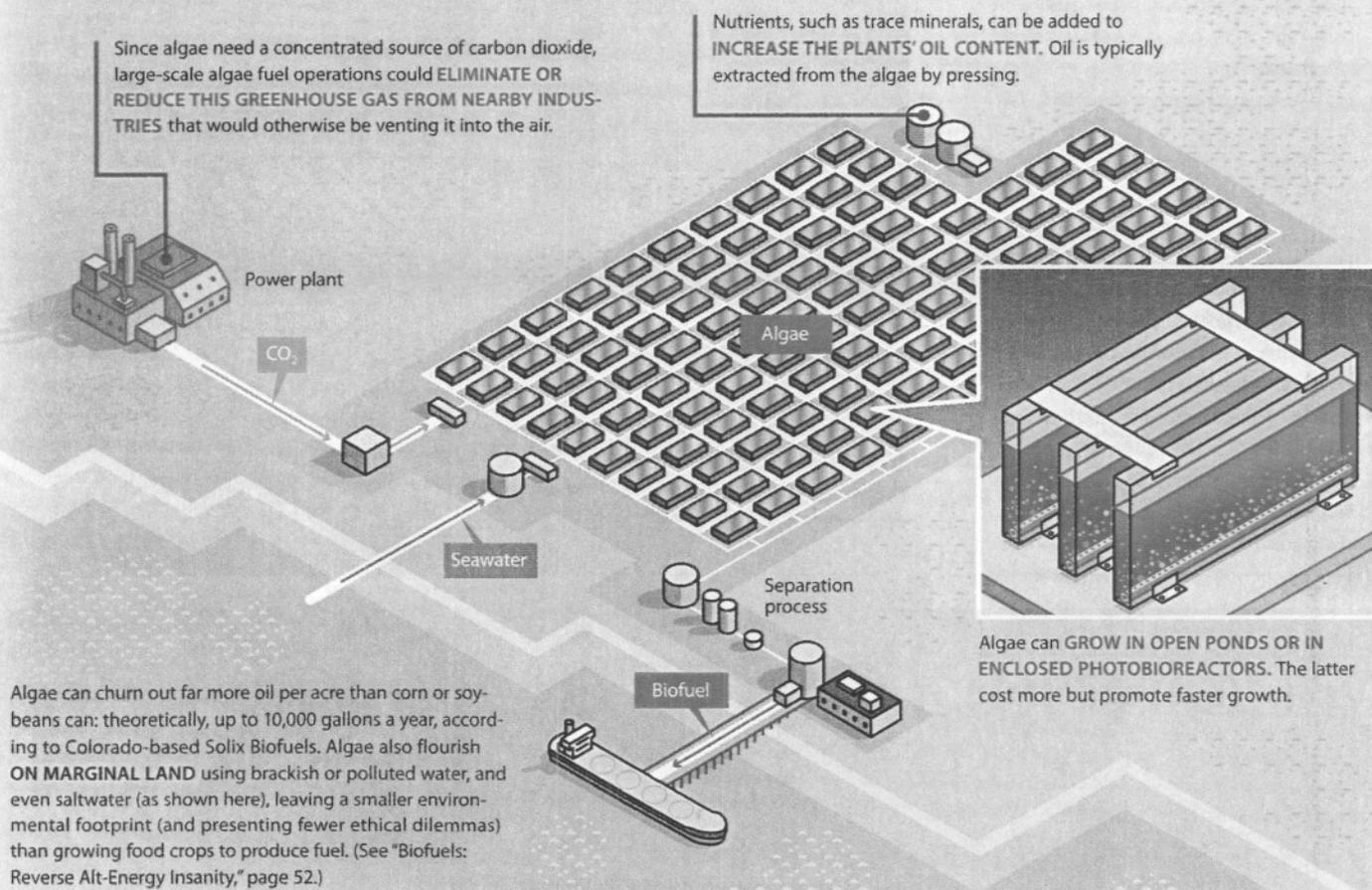
Yours,

A handwritten signature in cursive script that reads "Jane C. Koontz". The signature is written in dark ink and is positioned to the right of the typed name.

Jane C. Koontz  
(804)795-2117

CC: Vice Chairman Mr. Walter I. Young, Jr.

**MICROALGAE, THE LOWLY ONE-CELL ORGANISMS ALSO KNOWN AS POND SCUM,** are drawing attention from researchers and heavyweight investors in search of biofuels that won't squander fresh water or waste food supplies. They grow rapidly and produce large quantities of lipids—essentially, vegetable oil that can be turned into transportation fuels such as biodiesel, jet fuel, and ethanol. Major technological and economic barriers remain, including determining which of the 65,000 known algae species are best suited to fuel production. But major players are opening their eyes, and their wallets, to algae's potential. In July, ExxonMobil announced it would invest \$600 million in algae oil development.



Algae can churn out far more oil per acre than corn or soybeans can: theoretically, up to 10,000 gallons a year, according to Colorado-based Solix Biofuels. Algae also flourish **ON MARGINAL LAND** using brackish or polluted water, and even saltwater (as shown here), leaving a smaller environmental footprint (and presenting fewer ethical dilemmas) than growing food crops to produce fuel. (See "Biofuels: Reverse Alt-Energy Insanity," page 52.)



**SQUEEZING BLACK GOLD FROM GREEN SLIME** may seem far-fetched, but Bryan Willson, a professor of mechanical engineering and founder of the Engines and Energy Conversion Laboratory at Colorado State University, has a nose for practical fixes. After concluding that food crops weren't a sustainable source for

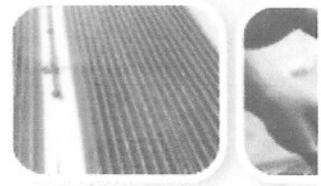
biofuels, he cofounded Solix Biofuels ([solixbiofuels.com](http://solixbiofuels.com)) with the heady goal of finding an ecofriendly substitute for fossil fuels.

In July, Solix began producing biofuels from algae at a demonstration project near Durango, Colorado, in partnership with the Southern Ute Indian tribe. Rejecting the cheaper (and land-intensive) approach of farming algae in open ponds, Solix grows the tiny, oil-dense organisms in photobioreactors—closely spaced vertical panels that maximize light expo-

sure and increase productivity. For algae fuels to make a serious contribution, they must become competitive in price with fossil fuels. "If we're 1 percent below the cost of petroleum," says Willson, "the market is infinite."

Willson was recently named one of the *Scientific American* 10—the magazine's annual honor roll of visionaries who have deployed science and technology for the good of humanity. Tens of thousands of fuel-stingy, clean-burning cookstoves designed at Willson's laboratory are now being supplied to poor households in India by Envirofit International ([envirofit.org](http://envirofit.org)), a nonprofit he cofounded in 2003.

Willson, 50, grew up in Texas and put himself through college by guiding rafting and backcountry trips. "There are innumerable cases where technology has degraded the planet," he says. "But there are many cases where technology can improve the human condition." —Myron Levin



- Home
- Company
- Technology
- Customers
- Strategic Partners
- Products

- Request Oil
- Company
- Technology
- Customers
- Strategic Partners
- Products
- Social Responsibility
- Investor Relations
- News & Events
- FAQ
- Careers
- Contact Information
- Site Map

## THE PRODUCTION TECHNOLOGY COMPANY



### Company

Solix Biofuels Inc. is the leader in production technology used to create energy from algae. Our technology will enable the large-scale commercialization of microalgae based fuels and co-products. At Solix, we are turning algae into energy and fueling a better world. [More...](#)

### Technology

Our technology is low-cost, adaptive and scalable. It incorporates applications for the production of biofuel and a variety of chemical intermediates while providing a beneficial use for carbon. [More...](#)



Ne  
So  
Ma  
20  
of  
ma  
ap  
Co

Site A

<http://www.solixbiofuels.com/>

2/1/2010

technology is uniquely adapted to grow microalgae, a "third generation" energy and chemical product feedstock. Our technology is inexpensive, scalable, requires little land and water to operate, does not impede food crop production (unlike early biofuel production methods), and it provides a beneficial use for carbon. In addition to selling our algal oil products, we also form joint development partnerships to deploy our AGS™ Technology on a large-scale.