

Thursday, March 10, 2016 - Friday, March 11, 2016 – Bakersfield

SAVE DATE

“Your Connecting Point for Contracts & Jobs”
SBE/DBE/DVBE/MBE/WBE/SEC-3/HUB ZONE

9th Annual San Joaquin Valley Public Contracting Procurement & Transportation

Conference Objective- Let's Do Business !

Prime contractors, DBE / SBE / DVBE firms & Public Agencies

Outreach & Good Faith Effort Conference for public agencies & prime contractors help meet your DBE/DVBE/SB/MBE/WBE Project Goals

Learn about sub contracting opportunities – **High Speed Rail Central Valley \$6 Billion Dollar Project - Construction Status 2016 Overview**
SB/DBE/DVBE/MB Contracts & Construction Jobs opportunity project 30% goals

Transportation Project & Public Contracting Opportunities - 2016 Outlook

DBE/DVBE/SB/MB – Sub Bidder

Don't miss opportunity !

Build Joint Venture opportunities just like the Primes for major projects

- Create high visibility within the construction Industry
- State funding available to train your employees – tap into this fund
- State training programs to offset costs & give your business a competitive advantage
- Consulting and Teaming Options to position your business for winning contracts
- Initiatives and resources to retain / hire employees for growth

Conference Host

Kern Minority Contractors Association is a nonprofit organization,
KMCA BELIEVES IN “BUILDING BRIDGES TO REMOVE BARRIERS

Register site: www.sjannualpce.com

Contact Person: Marvin Dean @ 661-747-1465

Email: kmca@att.net

Vendor Booth & Sponsorship Opportunities Available

The Roadside Solar Array

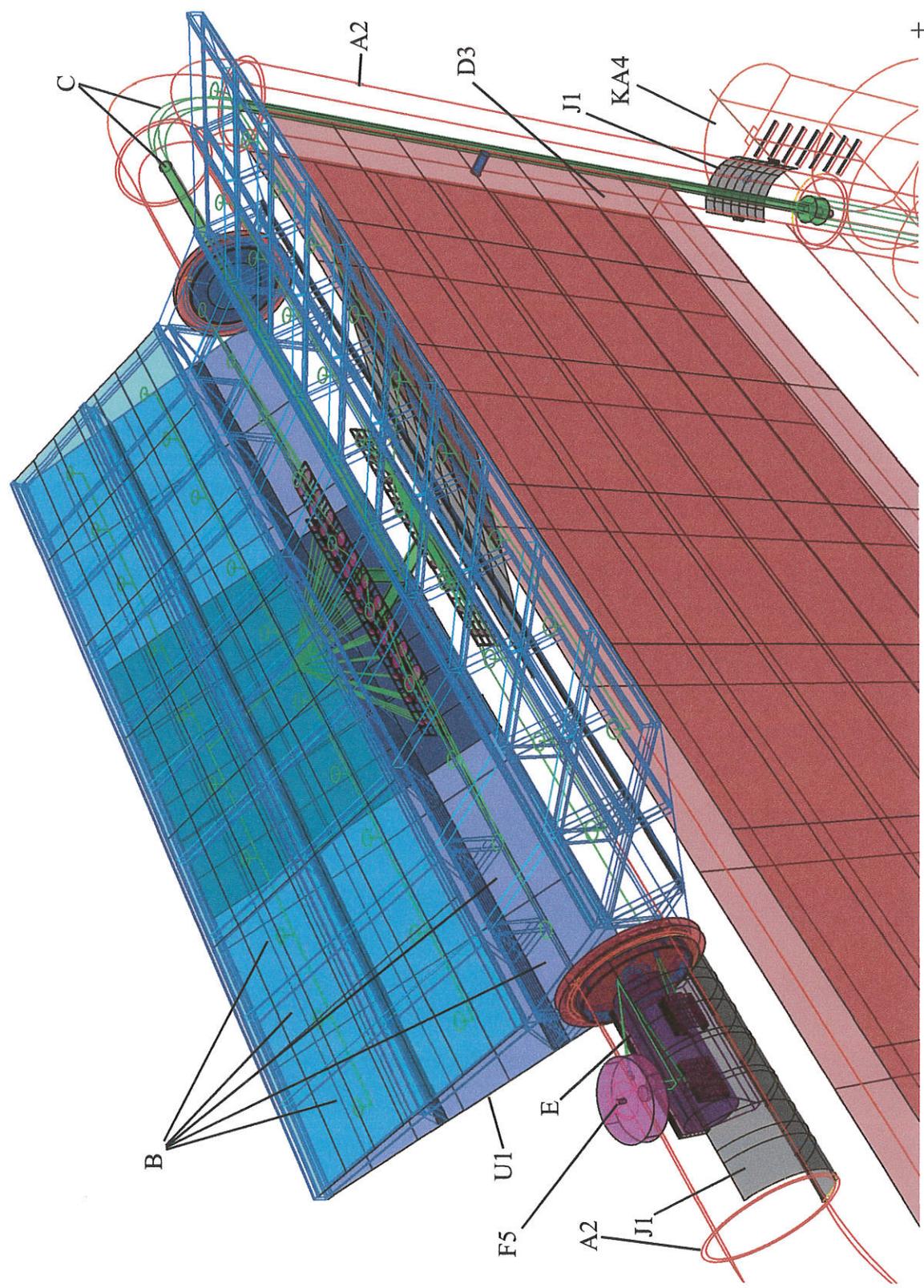
General Information and Projected Cost and Return Analysis

Contents:

- Overview of project
- Detailed 3d Modeling Images
- Cost Estimates for production/installation/ return
- Validated Signature Page, and conclusory details

TITLE: ROADSIDE SOLAR ARRAY
INVENTOR: NATHAN KIRK IAN WHIPPLE
DRAWN BY: NATHAN KIRK IAN WHIPPLE
DATE: 06/23/2013
PAGE:

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The Roadside Solar Array:

The Roadside Solar Array is as it sounds, a solar array designed specifically for installation along highway and roadway mediums without presenting interference to the traffic associated with these systems. The Array consists (but is not limited to) 50: 312.732W Fresnel lensed photovoltaic cells, housed above traffic level in a central rotating array frame. It is supported and rooted into the ground via two vertical supports, as well as underground concrete blocks. Each array has the potential to produce 15.6363KW in optimal sunlight, and will rotate along a central axis to gain access to optimal light throughout the day. Each Array has an irradiance sensor housed on the left vertical support which works in conjunction with an electric (DC) motor which rotates the array to maintain optimal surface light ratios. (It should be noted here that variants of the array can be made to be fixed, and or have an even angular plane, aligning the panels optimally in concordance with budget, and or feasibility constraints on production and installation). Each Array is also fitted with a double sided advertisement box for use when installed either in town, along roadways, or even railways. Additional revenue is generated through renting advertisement space on each array, and as the arrays mentioned and described will be installed in high traffic areas this will provide an optimal audience for the advertisement in place.

Each Array collects power from the sun (making it a renewable energy source) and transmits this power via underground HVDC line (High Voltage Direct Current). This line is attached to the array via bored holes in the vertical supports (underground) and are connected via intermediary cable which can be accessed at both of it's connection points via access hatches or via underground access tunnel (shown in illustrations provided). Each access hatch requires and is designed to have an "in place" lock to deter tampering. The photovoltaic cells themselves are housed approximately, but not limited to 20 feet above ground level in a bracketed aluminum frame to allow for easy access to panels when required by maintenance staff, or by installation crews. Should any issue arise with one or more cells there are access hatches on either side of the under section of the rotating central array as well as a locking mechanism on the left side of access panel to prevent theft of panels. All one has to do is determine which panel is bad then slide out the cells until the desired cells is reached, then replace the bad cell with a new one and slide the other cells back into their places. Each cell connects to an electrical circuit box (housed internally, to prevent unwanted tampering) which are in turn connected to an internally housed intermediary line which runs through the center of the rotating array down to ground level via the right vertical support where it in turn is connected to the underground main HVDC transmission line.

The Array Described in the above paragraphs as well as in the technical illustrations provided with this document have been designed from the ground up by myself, Nathan Kirk Ian Whipple, and the rights of the intellectual property mentioned is owned in partnership with Elon Musk, of SolarCity, SpaceX, and Tesla Motors.

The design which you see in this informational packet is an approximation; albeit a concise technical approximation of what the solar array will look like, and function as when it is installed. On behalf of myself, and my partner Elon Musk I would like to address at this time that the solar arrays described in this packet have a long term life expectancy, and profit margin. This would only bolster the revenue of any system which utilized their potential for energy production and distribution, as well as their other various flexible revenue generating applications, and technical foundation applications. Over time the arrays will pay for themselves and beyond, and the energy produced by the arrays can be sold to local power companies, further increasing revenue which can be put back into the California High Speed Rail trust to pay employees, further development, and design of new and border rail line technologies, or infrastructures.

SPEC. SEET:

45.601ft/array (linear)

5,280ft/mile

115 array(s)/mile

15.6363 KW/ Array (peak)

COST:

(*price reduction for panels bought in bulk not factored into price estimate, nor is it for other materials and components). (Only item bulk purchase pricing does not affect is HVDC line).

50 (cells) @ \$938.20/cell: (\$3.00/W) = \$46,916.00

Steel:(includes \$500.00 to manufacture/support) = \$1,743.74

Aluminum:(includes \$1,000 to manufacture frame) = \$1,658.27

HVCD @ \$189.39/foot @ 45.601ft: = \$8,636.37

Motor, Irradiance Sensor, Actuator, Control System, Bearings: = \$15,000.00

Plexiglass:(includes \$400.00 to manufacture) = \$1,326.16

Concrete:(includes \$400.00 to manufacture on site) = \$1,507.96

= \$76,788.50/array (material/component cost)

+labor and equipment:

10 man team @60.00/hour for 10 hours @4 days/week: = \$24,000.00/week (4 days/week)

= \$936,000.00/ 39 weeks/year

\$64,000 equipment rental/usage/day: = \$64,000.00/day/crew

= \$256,000.00/week/crew (as described)

= \$9,984,000.00/ 39 weeks/year/crew

Total labor costs: = \$10,920,000.00 / 39 weeks/year/crew

Estimated Time to Install (1) Array: = (1) week

Total Cost/Array: = \$100,000.00 (material retail price before install)

Projected Retail Price: = \$380,000.00 (includes installation of Array/Arrays)

ENERGY PRODUCED:

(15.6363KW/array@ peak)(3.600s): = 56,290.68 KW/hour/array

Winter Pricing of electricity: @ \$0.159/KWh = \$8,950.218 (8,950.22)

@ 5 hours/day = \$44,751.09

@ 7 days = \$313,257.63

@ 20 weeks = \$6,265,152.60

(Weather constraints) @ 45% efficiency = \$3,445,833.93

Summer Pricing of electricity:@ 1.5h @ \$0.20/KWh = \$16,887.204

@ 3.5h @ \$0.224/KWh = \$44,131.893

@ 5.5h @ \$0.321/KWh = \$99,381.195

@ 1day = \$160,400.292

@ 1 week = \$1,122,802.044

@ 28 weeks = \$31,438,457.23

Annual Production Based on Average year KWh price: = \$0.11865/KWh average cost from utility

Revenue Generated from sale of electricity to public by utility:

$(56,290.69\text{KW/h})(0.18856)(6)(7)(52) = (Xu)$ = \$23,181,348.64 (Xu)

$(Xu)(0.45) = Yu$ (\$10,431,606.89), $(Xu) - (Yu) = \text{Rev./Year}$ = \$12,749,741.75 (annual revenue)

Revenue Generated from sale of electricity to utility:

$(56,290.68\text{KW/h})(0.08\$/\text{KWh})(6\text{h/day})(7\text{ days})(52\text{ weeks})=X$ = \$9,835,107.61

$(X)(0.45)=Y$ (\$4,425,798.424), $(X) - (Y) = \text{Revenue/year}$ = \$5,409,309.186

Profit margin from producer to utility: = \$7,340,432.564

ADDITIONAL REVENUE: (Per Array)

Advertisements @ 2/ array: = 2

@ \$1,500.00 / month/ad: = \$3,000.00

@ 1/2 utilization: = \$1,500.00

@ 12 months full utilization: = \$36,000.00

@ 12 months @ 1/2 utilization: = \$18,000.00

REVENUE PRODUCTION/ARRAY:

Electricity Revenue: = \$5,409,309.186 (Annual)(@\$0.08/KWh)

Advertisement Revenue: = \$36,000.00 (12 month full utilization)

= \$18,000.00 (12 months ½ utilization)

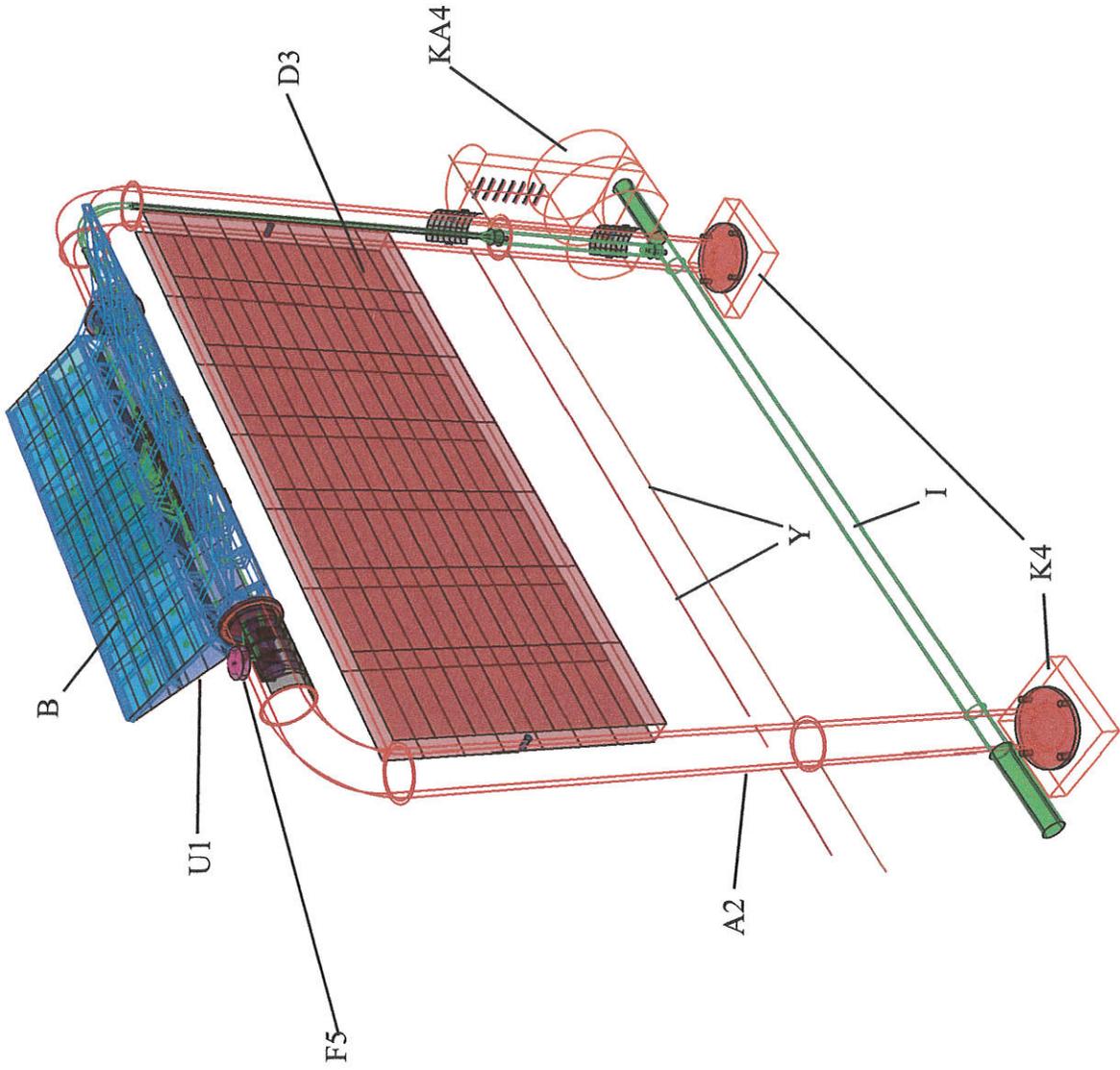
Total: = \$5,445,309.186 (12 month full utilization)

= \$5,427,309.186 (12 month ½ utilization)

\$/KWh: (based on est. wholesale price): = \$3.5529/KWh

\$/Hour/Advertisement @ \$1,500.00/Ad: = \$2.08

TITLE: KOALDSIDE SOLAK AKKAY
INVENTOR: NATHAN KIRK IAN WHIPPLE
DRAWN BY: NATHAN KIRK IAN WHIPPLE
DATE: 06/23/2013
PAGE:

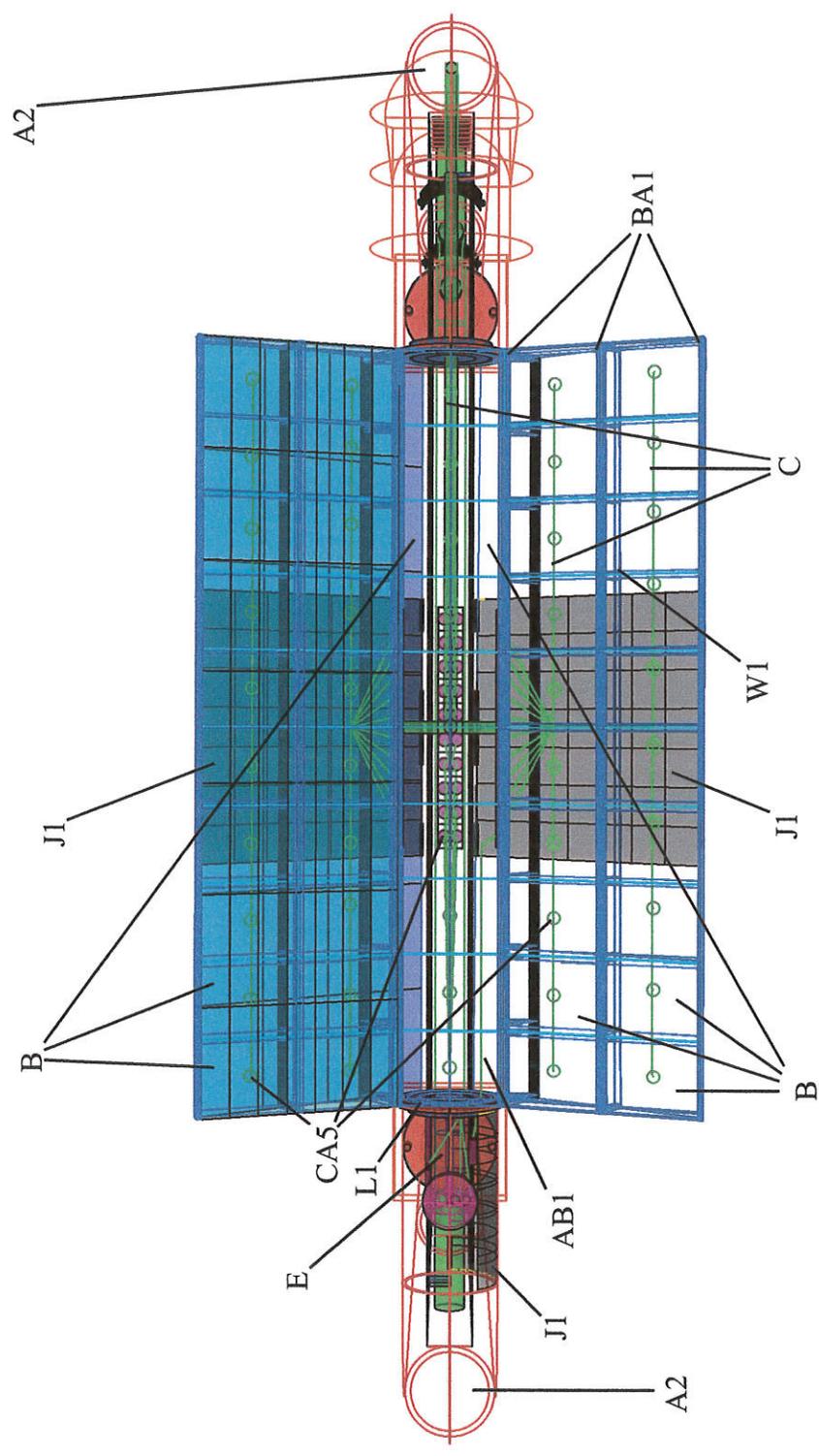


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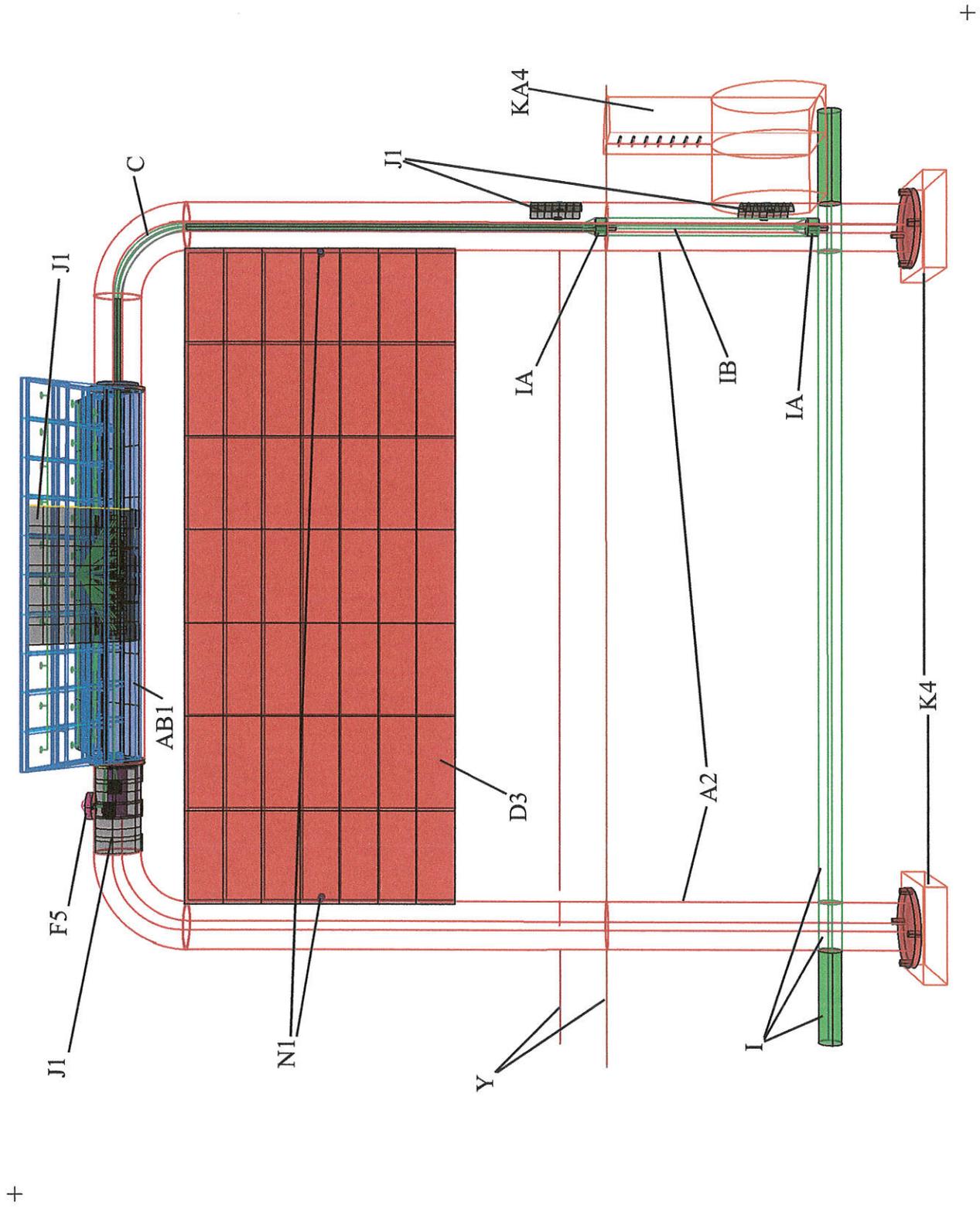
TITLE: NORDSIDE SOLAR ANNAI
INVENTOR: NATHAN KIRK IAN WHIPPLE
DRAWN BY: NATHAN KIRK IAN WHIPPLE
DATE: 06/23/2013
PAGE:

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REPLACEMENT



DRAWINGS:

Code Index:	Component/Material Association:
A:	Vertical Support
AB:	Horizontal Rotating Central Support
B:	Photovoltaic Cells
BA:	Cell Housing/Bracket Support
C:	Internal Wiring (non-HVDC)
CA:	Wire Connection Points/Box
D:	Advertisement Box
DA:	Advertisement Box Separator/Backing
E:	Electric Motor
F:	Irradiance Sensor
G:	Actuator
H:	Control Box for Comp. housed in vertical left support
I:	HVDC Line
IA:	HVDC Line connection/connector
IB:	HVDC intermediary line
J:	Access Hatches
K:	Concrete Blocks
KA:	Concrete Access Tunnel
L:	Connection Plate
LA:	Bore Hole fore actuator Extension. (Insertion Point)
LB:	Bored Section for internal wire pass through
LC:	Connection from Motor to Central Rotating Array
M:	Bearings
N:	Key Lock
O:	Bolts
P:	Hinges
Q:	Hand Rail "bar" for scaling access hatch
R:	Bore Holes for HVDC line
S:	Plexiglass Covering

T:	Connection point from Cell to Transmission Wire
U:	Angled Protective Side/Underside Sheet
V:	Welding Point
W:	Internal Array Framework
X:	Bearing Housing
Y:	Ground Line (Reference to where level ground is)
Z:	Drainage cutout
1:	Aluminum
2:	Steel
3:	Plexiglass
4:	Concrete
5:	Plastic

Coding Index Format Guide:

As seen in illustrations Letters equate to the component part being described/identified while numeric value is attributed to the material with which it is made.

Example: A2 = Vertical Support, Steel

Meaning A= the part described, and 2= material which makes up it's composition.

Therefore A2= Vertical support made of Steel.

To reiterate why the roadside solar arrays are the best choice for the High Speed Rail Authority, it is a cost effective means of energy production teamed with a variety of other useful functions. The ability for this array to be installed along highway and railway mediums allow for relative access to the arrays installed as well as conserving land for future projects, or for means of land preservation. The unique ability to generate revenue not only through electrical production, but through advertisements and a variety of other attachments (radar systems, security cameras, and highway alert message boards) make this unique design flexible and practical.

Not only is the Array system described in this document (and shown in technical drawings attached to this document) a renewable energy source but as mentioned before it is a platform for other business models to capitalize on as well through means of advertisement and highway security and monitoring systems. Revenue generated by arrays can go directly into the further production of other systems in other areas within and outside of the United States. Furthermore with additional revenue generated by the implementation of advertisements, or other functions reduces the overall cost to produce the arrays by increasing their effective profitability over time.

The production of this array will further bolster the work force, providing skilled jobs for construction and maintenance, and with the support of the High Speed Rail Authority the benefits of producing a system like this, would show encouragement and functional application of renewable energy sources as a means of supporting modern infrastructural systems, and technologies.

Thank you for taking the time read through this document, and even more so for future consideration.

Sincerely,

A handwritten signature in blue ink that reads "Nathan Kirk Ian Whipple". The signature is written in a cursive style and is positioned above a horizontal line.

01/11/2016

Nathan Kirk Ian Whipple, Inventor and Designer of the Roadside Solar Array.

For any inquiries, please contact me via email:

whiplenathan@gmail.com



January 12, 2016

CITIZENS FOR CALIFORNIA HIGH SPEED RAIL ACCOUNTABILITY
Post Office Box 881, Hanford, California 93232
frank.oliveira@me.com
559-469-6685
cchsra.org Website
@CCHSRA Twitter

To: CALIFORNIA HIGH-SPEED RAIL AUTHORITY
770 L-Street, Suite-880
Sacramento, California 9581

Dear Governor Brown, Board Members and Chief Executive Officer Morales,

Last summer, the California High-Speed Rail Authority formally, requested the international infrastructure construction and operation communities to review your project plans and provide you advice on how to build and operate your proposed Initial Operating Section of the California High-Speed Train System.

The international community studied your plans and responded. More than 30-companies expressed concern about what you are doing. Most offered suggestions to improve the project so basic that we were embarrassed for you when we read them. None suggested that you are creating a model or even workable system.

At your Board Meetings on November 17th and December 8th, the public formally asked you to explain to the public the responses that you received so that the public could understand how this project has become this dysfunctional while the Authority continues to report its progress forward.

On November-17th, your Chairman dismissed the public as not understanding what the Authority had requested.

Due to the Chairman's comments, we reviewed the matter to ensure what the public requested was appropriate.

That done, we respectfully request for the third time in three months that the Authority Board publically explain why after studying the Authority's plans, the following international mega infrastructure builders and operators expressed detailed concerns about your ability to finance or construct or secure investors or operate a high-speed train system.

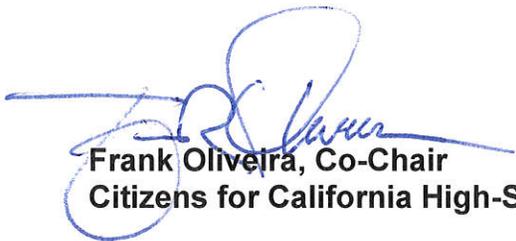
Japan California High-Speed Rail Consortium
Parsons Transportation Group
China Railway International
DB International GmbH
FCC Construcción
Thales Transportation & Security
INABENSA
Acciona Infrastructure
Sacyr Concesiones
Plenary Group
John Laing Investments

Bechtel Infrastructure Corp-Arup North American-Systra Consulting
Fluor Enterprises-Balfour Beatty Infrastructure
Cintra Infraestructuras-Ferrovial Agroman-US Corp
Meridiam Infrastructure North America
AECOM
Isolux Corsan
VINCI Concessions
Globalvia Inversiones
Acumen Building Enterprises
ACS Infrastructure-Dragados-Cobra Industrial Services
OHL Infrastructure
Ashurst
Kiewit
Indra USA

Please publically explain why 13 of these same international mega infrastructure builders and operators also told you your plan would require guaranteed revenue, secured payments, or subsidies to be given to private investors to be successful when such is clearly prohibited Proposition-1A.

If the international community and the Federal Government are not going to give you the more than \$50-Billion you need to establish some sort of functional service that does something, why are you moving forward with destroying our private property, our communities and our county?

I submit this request to be entered into the January-2016 Board Meeting Record.



Frank Oliveira, Co-Chair
Citizens for California High-Speed Rail Accountability

Source Link: http://www.hsr.ca.gov/Programs/Construction/rfei_for_ios.html
(Open the "Expressions of Interest Received" Link)
Attachments: None
Pc: File

From: Morris Brown [mailto:mbrown5@pacbell.net]
Sent: Sunday, January 17, 2016 11:10 PM
To: HSR boardmembers@HSR
Subject: Mandated Funding Contribution Plans are not being prepared / released?

RESEND OF EARLIER EMAIL.

Jan 17, 2016:

I am resending via email, the following. Please note I requested that this information be sent to the Authority's Board members and ALSO be included as a public comment received for the Jan 2016 Board meeting.

I note now that public comments for the Jan 2016 Board meeting has been posted, but my request to have the letter here, has been omitted and is not posted.

I again request this letter be posted.

morris brown
stone pine lane
Menlo Park

Chair Dan Richard
CEO Jeff Morales
Authority Board members

As you all know, the funding agreement with the FRA mandates the Authority submit "Funding Contribution Plans" (FCP) to the FRA on a quarterly basis

I attach to this email, a reply I received on Sept 18th 2015, in response to a "Public Records Act" request I sent on Sept 9th 2015.

Note this response states the June 30 FCP quarterly report "is expected to be posted in the near future"

To date, this report has still ,4 1/2 months later, yet to be posted or most likely prepared.

In fact, as of this date, there have still been no further FCPs posted since the March 30th 2015 report. Thus now, the June 30th, and Sept 30th FCPs, are past due and at the end of Jan 2016, the Dec 31st 2015 report will also be delinquent.

These are key reports, which the funding agreement mandates be produced, but yet have for some reason(s) stopped being produced. Just what is going on here?

I am requesting this information be sent to the board, and also that it be posted as a Public Comment Received for the Jan 11th 2016 board meeting.

Sincerely,

Morris Brown
Menlo Park,CA

September 18, 2015

SENT VIA EMAIL

BOARD MEMBERS

Dan Richard
CHAIR

Thomas Richards
VICE CHAIR

Thea Selby
VICE CHAIR

Lou Correa

Daniel Curtin

Michael Rossi

Lynn Schenk

Jeff Morales
CHIEF EXECUTIVE OFFICER

Morris Brown
140 Stone Pine Lane
Menlo Park, CA 94025
mbrown5@pacbell.com

RE: Your Public Records Act Request of September 9, 2015

Dear Mr. Brown:

On September 9, 2015, the California High-Speed Rail Authority (Authority) received a Public Records Act (PRA) request from you which stated:

“I am requesting the ‘Funding contribution plans’ dated June 30 2015 and Sept 30 2015.

These documents should have been posted on the website at:

http://www.hsr.ca.gov/About/Funding_Finance/funding_agreements.html

under the title of Funding Contribution Plan, and are required by the Agreement FR-HSR-0009-10-01-00 to be produced quarterly. The latest presently posted is dated March 2015. By now 2 new reports dated June 30 and Sept 30 2015 should have been produced and posted. I am requesting those 2 documents.”

The June 30 Funding Contribution Plan (FCP) is expected to be posted in the near future. When it is available, it will be posted to the following website:

http://www.hsr.ca.gov/About/Funding_Finance/funding_agreements.html

The September 30 FCP is not yet available. When it is available, it will be posted to the following website:

http://www.hsr.ca.gov/About/Funding_Finance/funding_agreements.html

Please direct all email inquiries to records@hsr.ca.gov.

Sincerely,



Marie Hoffman
Public Records Act Staff

EDMUND G. BROWN JR.
GOVERNOR

