

**TESLA MOTORS UNDER FEDERAL INVESTIGATION FOR TAX KICK-BACK SCAM THAT FINANCIALLY BENEFITED GOVERNOR AND SENATORS STOCK OWNERSHIP'S**

By Andrew Reed - LA Times Research



# NEWS RELEASE

CALIFORNIA STATE TREASURER BILL LOCKYER

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## **Treasurer Lockyer Announces Financial Incentive to Encourage Zero-Emission Vehicle Manufacturing in California** *Tesla Motors Will Use New Policy to Build Electric Car in Bay Area*

SAN CARLOS – State Treasurer Bill Lockyer today announced Tesla Motors, Inc. has decided to manufacture its second-generation electric car in California following the California Alternative Energy and Advanced Transportation Financing Authority’s (CAEATFA) adoption of a policy that creates a financial incentive to build zero-emission vehicles (ZEVs) in the state.

“These vehicles can play a big part in helping California successfully implement its groundbreaking laws to fight climate change,” said Lockyer, who chairs CAEATFA. “By offering this financial incentive, our goal is to ensure zero-emission vehicles realize their full potential in our state. In the bargain, we believe the policy will bolster our emerging green economy, create good-paying jobs and reduce our dependence on foreign oil. I’m very pleased the policy helped convince Tesla to build its high-performance electric cars in California.”

“Today’s announcement is great news for California, our economy and our environment,” said Governor Arnold Schwarzenegger. “We want these cutting-edge companies not to just start in California and do their research and development here—we want them to build in California. Tesla’s announcement today is just one of many we will celebrate as we implement AB 32 and reach our greenhouse gas emissions reduction goals. I have always said that we must protect our economy and our environment at the same time, and today it is clear that we are once again demonstrating to the world how to do that.”

Existing law exempts CAEATFA from paying the sales tax on equipment used to manufacture advanced transportation products. Under the new policy – developed in coordination with the Governor’s Office – CAEATFA will pass through that tax break to qualifying ZEV manufacturers under “sales-lease-back” agreements.

Tesla will ask CAEATFA to approve such an arrangement to finance the purchase of equipment to build its second-generation electric car, called the Model S. The five-passenger sedan – which will be able to travel 225 miles between charges and cost about \$60,000 – will be manufactured at a still-to-be-determined site in the Bay Area.

(MORE)

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Here's how the sales-lease-back arrangements work:

- A ZEV or ZEV component manufacturer applies to CAEATFA to have a project approved pursuant to the policy. If approved, CAEATFA buys the equipment, and finances the purchase by taking out a loan or selling bonds. CAEATFA does not pay the sales tax on the transaction. The manufacturer makes lease payments to CAEATFA for use of the equipment, and CAEATFA uses these payments to repay the bonds or loan.
- Under the lease arrangement with CAEATFA, the manufacturer has the option to purchase the equipment outright. If it purchases the equipment, the manufacturer obtains the benefit of the sales tax exemption, saving seven percent to nine percent on the purchase price.

The tax incentive policy approved by CAEATFA covers several ZEV technologies, and any qualifying ZEV manufacturer can apply. The eligible technologies include fuel cell electric vehicles, battery electric vehicles, plug-in hybrid electric vehicles, hydrogen internal combustion engines, advanced technology partial ZEVs and neighborhood electric vehicles.

CAEATFA finances transportation technologies that conserve energy, reduce air pollution, and promote economic development and jobs. Additionally, CAEATFA provides financing for facilities that use new and alternative energy sources and technologies.

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California money boss Bill Lockyer is caught up in corruption and sex scandals. It has been a rough year for California State Treasurer [Bill Lockyer](#).

After struggling through state budget and pension crises, the 70-year-old Democrat is now embroiled in a convoluted soap-opera scandal involving his young wife and what the [San Francisco Chronicle](#) reports as a sex tape she made with a guy she met in rehab.

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Revelations of the sex tape came to light after Lockyer's 40-year old wife, Nadia, an Alameda County Supervisor, called police on Feb. 3 after she was allegedly assaulted in a motel by an "ex-boyfriend."

In the weeks following the event, it became clear that the motel encounter was a soured tryst between Nadia Lockyer and her ex-boyfriend, who the [San Jose Mercury News identifies as Stephen Chikhani](#), a 35-year-old with a history of meth arrests who met Mrs. Lockyer while they were both in rehab last year.

Reports later came to light that Mrs. Lockyer and Chikhani were the subject of a sex tape that Chikhani had apparently made in case Nadia Lockyer tried to break off the relationship. [The San Francisco Chronicle reported](#) that Bill Lockyer saw the tape, as well as explicit photos and texts sent between his wife and Chikhani, about six weeks before the motel room incident.

In an effort to get a court order to separate the couple, Bill Lockyer told authorities that his wife was being stalked by a former lover, but the courts determined that the relationship was consensual.

The Lockyer saga has captivated the California political world, and been a major embarrassment for Bill Lockyer, whose storied career in California politics also includes a stint as the state's attorney general. Nadia Lockyer is now back in rehab, and Chikhani is headed back as well. But he [told reporters](#) that they have only scratched the surface of the Lockyer scandal.

"There's a way bigger story than the sex tapes," Chikhani said.

Lockyer gave Elon Musk and Tesla Motors tens of millions of dollars of taxpayer payola via tax deals that ONLY Tesla was allowed to get. Lockyer refused to give the tax credits to any other California car companies including BRammo, Aptera, ZAP, XP and a ton of California companies that pleaded with Lockyer to get the same deals as Musk.

It turns out that Jerry Brown, Kamala Harris, Dianne Feinstein, Nancy Pelosi and other California bosses had their political campaigns financed by Musk and owned stock, through covert Goldma Sachs and JP Morgan accounts, in Tesla Motors.

Musk and Tesla Motors have been sending out tens of millions of dollars of PR Hype to try to claim that Musk "got no taxpayer cash" and "never engaged in bribes". Tesla shill blogger: James Ayre, has been tasked by Musk with writing apologist and smoke-screen articles to try to program the public into looking the other way. Huffpo and WashPo, DNC rags, have also been pushing Fake News articles that try to cover up Musk's crimes.

The facts prove that Musk exists because of crony bribes, illegal campaign kick-backs and illicit tax conduit deals arranged by crooked politicians.