

The Honorable Orrin G. Hatch
Chairman
Committee on Finance
United States Senate
219 Dirksen Senate Office Building
Washington, D.C. 20510

Incentives for EV Conversions petition

The action to discontinue the EV conversion tax credit is both discriminatory and shunts the growth of a relatively new industry and affects not only conversion shops but component suppliers and charger manufacturers as well.

While the Federal government should continue providing Qualified Plug-in Electric Drive Motor Vehicles (IRC 30D) tax incentives for new plug-in vehicles, they should also extend incentives to EV / plug-in conversions at 20%.

Right now, if you want an electric car, it has to be from a mainstream manufacturer and due to cost, wants, or needs, what the OEMs are offering is not suitable for many people. Electric vehicle conversion is the only option for people that want electric versions of specific vehicles.

Electric vehicle converters may have the potential to really help the electric vehicle industry get off the ground if they receive substantial tax incentives. Most people buy vehicles based on aesthetics and needs and plays a tremendous role in vehicle purchase decisions, so there will have to be a large variety of vehicles to choose from, which is why this is so important.

EV conversions target 250M existing vehicles on the roads, can save over 40% of fuel use or no fuel at all, have a smaller carbon footprint than a new car since they reuse most of the original vehicle; and cost less to buy as an incremental expense making plug-in more affordable.

We are all aware of the financial climate in Washington and understand the need for spending cuts but as any businessperson knows; it takes money to make money. As any business needs to spend money on marketing & promotion to stimulate sales/cash flow, Washington will have to invest some money to help stimulate sectors of the economy to help create more jobs which will induce more spending. FDR implemented government programs to create jobs after the "Great Depression" in the 1930s is a good example.

Supporting Incentives for EV Conversions will stimulate jobs to a different workforce segment other than new cars, more quickly expand the number of fuel saving vehicles on the road, develop plug-in / EV industry expertise more broadly and quickly across the country.