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October 31, 2005

Docket No. 2005-22223 - 737  
Department of Transportation  
400 Seventh Street, SW, Room PL-401  
Washington, D.C. 20590-001

Dear Secretary Mineta and DOT staff,

The Energy Policy and Conservation Act requires you to set automobile fuel economy standards at the "maximum feasible" level. I urge you to fulfill this mandate and use these standards to spur the introduction of more fuel-efficient vehicles into the marketplace.

Automakers have developed a wide variety of new technologies that can boost fuel efficiency and reduce America's dangerous addiction to imported oil. Yet the average fuel efficiency of new automobiles continues to decline because manufacturers are not employing these updated technologies in most of their vehicles.

We need a bold plan that will raise the average fuel economy of all vehicles to 40 miles per gallon by 2015. To move us toward this goal, your department should begin by at least raising the overall light truck standard by one mpg per year for the next five years -- or to about equal that of passenger cars today. The fact is, the paltry increase in fuel economy for light trucks you have proposed would hardly make a dent in our oil dependence.

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America faces a more urgent need to conserve energy today -- to reduce our dangerous dependence on foreign oil -- than when the fuel economy law was originally enacted. I urge you to do all you can to achieve this goal and follow the law by increasing automobile fuel economy standards to the maximum feasible level.

Sincerely,

Roberta Arnold  
3665 Regan Rd.  
Cuba, NY 14727-9461  
USA

DEPT OF TRANSPORTATION  
05 NOV -7 PM 2:23

**October 31, 2005**

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400 Seventh Street, SW, Room PL-401  
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**Sincerely,**

**Anastasia Bizzarri  
55 W 95th St Apt 95  
New York, NY 10025  
USA**

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**Sincerely,**

**Brian Cohen  
445 W. Barry Apt. 529  
Chicago, IL 60657-5594  
USA**

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Sincerely,

Megan Davis  
2434 Charnelton  
Eugene, OR 97405-3214  
USA

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**Sincerely,**

**Richard Decker  
12 Lucky St  
San Francisco, CA 94110-4120  
USA**

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Sincerely,

John William Engel  
63 SE Sailfish Lane  
Stuart, FL 34996-1310  
USA

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Iara Flook  
2219 VT Route 110  
APT 2  
South Royalton, VT 05068-9798  
USA

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Maria Gomez  
1869 Circle Street  
1st Floor  
Des Plaines, IL 60018-2301  
USA

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Robert G. Handy  
PO Box 1275  
West Palm Bch, FL 33402-1275  
USA

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Susan Helmstetter  
226 W. Mt. Pleasant Avenue  
Livingston, NJ 07039-2751  
USA

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Stephanie Johnson  
93 Silver Lake Ave  
Edison, NJ 08817-5245  
USA

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Amy Kirtley-Hill  
4100 Marion Rd  
Greensboro, NC 27455-1326  
USA

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**ANNE LEWIS  
674 Sheridan Dr  
Lexington, KY 40503-1726  
USA**

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Christine Manuel  
203 Elk Run Rd  
New Castle, CO 81647-9506  
USA

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Gregory Nerode  
406 Cayuga Heights Road  
Ithaca, NY 14850-1402  
USA

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**Faon O'Connor  
2103 Harvard Yard Mail Ctr  
Cambridge, MA 02138-7511  
USA**

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Rebecca Parker  
2803 N Halstead St  
Hutchinson, KS 67502-1211  
USA

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Sincerely,

Mindy Ramey  
35 Highland Ave  
Woodridge, NY 12789-5706  
USA

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Genevieve Soares  
12620 Buckwheat Ct  
San Diego, CA 92129-3639  
USA

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**Jamie Trammell  
4185 Hackamore Dr  
Reno, NV 89509-2922  
USA**

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The Energy Policy and Conservation Act requires you to set automobile fuel economy standards at the "maximum feasible" level. I urge you to fulfill this mandate and use these standards to spur the introduction of more fuel-efficient vehicles into the marketplace.

Automakers have developed a wide variety of new technologies that can boost fuel efficiency and reduce America's dangerous addiction to imported oil. Yet the average fuel efficiency of new automobiles continues to decline because manufacturers are not employing these updated technologies in most of their vehicles.

We need a bold plan that will raise the average fuel economy of all vehicles to 40 miles per gallon by 2015. To move us toward this goal, your department should begin by at least raising the overall light truck standard by one mpg per year for the next five years -- or to about equal that of passenger cars today. The fact is, the paltry increase in fuel economy for light trucks you have proposed would hardly make a dent in our oil dependence.

Also, changes in the structure of fuel economy standards should be considered only if they allow the Department of Transportation to set a higher \*average\* fuel economy level, and they should be designed to minimize the potential for industry to cheat the system.

America faces a more urgent need to conserve energy today -- to reduce our dangerous dependence on foreign oil -- than when the fuel economy law was originally enacted. I urge you to do all you can to achieve this goal and follow the law by increasing automobile fuel economy standards to the maximum feasible level.

Sincerely,

Kenneth Vinciguerra  
18513 Owl Run Way  
Germantown, MD 20874-2104  
USA

October 31, 2005

Docket No. 2005-22223  
Department of Transportation  
400 Seventh Street, SW, Room PL-401  
Washington, D.C. 20590-001

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leon wojno  
211 W Marquita Apt 10  
San Clemente, CA 92672-5144  
USA

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Harrie Bleecker  
8310 E. Remus Rd  
Mount Pleasant, MI 48858-8962  
USA

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Kenneth H. Carolus  
200 Echo Valley Dr  
Vandalia, OH 45377-1741  
USA

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Linda Corey  
401 Holland Ln Apt 917  
Alexandria, VA 22314-3442  
USA