TO: California Air Resources Board
FROM: Center for Biological Diversity (2,425 supporters)
RE: Adopt car standards strong enough to meet California's clean air and climate targets
COMMENTER NAMES REDACTED BY CARB

City	State/Province	Zip/Postal	Subject	Comment	Date Submitted
San Francisco	CA	94115	Please adopt car standards strong enough to meet California's clean air and climate targets	As a nurse and someone who cares deeply about climate change and its effects on plants, animals, and humans, I am writing to implore you to move forward with clean car standards that are as strong as possible - at least strong enough for all regions of California to meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. As you know, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sacramento	CA	95833	Adopt car standards strong enough to meet California's clean air and climate targets	I live in one of the regions in California that suffer from the worst air quality in the country and it's THE CAPITAL OF THIS STATE!!!!! FOUR MAJOR FREEWAYS HERE SO THERE ARE MILLIONS OF VEHICLES EVERYDAY ON THEM!!!! THIS MUST CHANGE!!!! Also, thousands of drivers in Sacramento sit in their cars just idling their engines!!!! 30-40 minutes even, just running their engines, dumping pollution!! Seen them doing that even by schools, soccer games, and other places where children are!!! Since moving to Sacramento 2025 I've gotten more trouble breathing and head congested. STOP THEM IDLING THEIR ENGINES!!! Education I guess might help? AND DO WHAT YOU CAN TO GET SO MANY VEHICLES OFF THE ROADS!!! It's insane!!	7/14/2026
Novato	CA	94949	Adopt car standards strong enough to meet California's clean air and climate targets	Please know I appreciate your standing up to federal attacks on California's clean car standards. Our state's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Morro Bay	CA	93442	SUPPORT & Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. CA should be a leader in progressive decisions that better the health of its citizens and its precious resources-including wildlife, wild lands, air, and water. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Rancho Mirage	CA	92270	Car standards to meet California's clean air and climate targets	Thank you for standing up to mobster attacks on our clean car standards. California's leadership in cutting health harming auto pollution is more critical than ever. The California Air Resources Board should move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged and low-income households. Several regions suffer from the worst air quality in the country. If the Board doesn't adopt ambitious new standards, more people will suffer from asthma, cardiopulmonary disease, and premature death. We are also facing an unprecedented, escalating financial burden caused by pollution and the global warming crises. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea level rise. The health costs of illness, disease, and death exacerbated by global warming are staggering. These costs directly contribute to increasing inflation, and will get far worse without ambitious action to cut pollution. That's why the Board should phase out fossil fuel powered vehicles and significantly strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of no more than 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to 100% clean cars is underway and will deliver billions in savings, but needs to be sped up. Electric cars, or some type of clean car, save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion engine vehicles, totaling an estimated $90 billion in net savings. Strong clean car standards are a triple win for public health, affordability, and our environment. Please phase out of fossil fuel vehicles as quickly as possible and adopt even stronger standards.	7/14/2026
Fresno	CA	93722	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles, totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
San Francisco	CA	94114	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Sincerely, Anastasia Yovanopoulos SF, CA 94114	7/14/2026
Los Angeles	CA	90039	Adopt car standards strong enough to meet California's clean air and climate targets	I'm proud to be a native Californian and I'm working to improve out future even though I may not be around by 2045. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Vallejo	CA	94591	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I am someone who developed asthma while living in Houston several years. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Forestville	CA	95436	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Carmel	CA	93923	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. (I know what it is like to see one suffer from COPD. My mother died from it at 61 years of age.) Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. (My home insurance used to be 1,300. Now it is 7500. And I am not insuring another building where I live because it adds another 1500.) The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Irvine	CA	92606	Adopt car standards strong enough to meet California's clean air and climate targets	Dear California Air Resources Board, Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Clean car rules (aka standards) would require automakers to clean up their fleets of passenger cars on a schedule that helps California meet its 2045 climate and clean air goals. Adopting ambitious rules in California will benefit the climate and help to protect human health. Please help Californians to breathe more easily: Urge the California Air Resources Board to adopt strong clean car rules for the state. Sincerely, Diane Langejans	7/15/2026
Rio Vista	CA	94571	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. I have lived with smog in the San Francisco Bay Area. I never want to see a return of filthy air.	7/13/2026
Altadena	CA	91001	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Let California lead the country, and the world. As usual!	7/13/2026
Los Angeles	CA	90035	You MUST adopt car standards strong enough to meet California's clean air and climate targets	As a concerned California resident, taxpayer, voter, and business owner, I appreciate you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Sacramento	CA	95819	Adopt car standards to meet California's clean air and climate targets	I am an Electric Vehicle owner, and I write to thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Watsonville	CA	95076	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I STRONGLY ENCOURAGE THE CALIFORNIA AIR RESOURCES BOARD TO MOVE FORWARD WITH CLEAN CAR STANDARDS THAT ARE STRONG ENOUGH TO ENSURE ALL REGIONS OF CALIFORNIA CAN MEET CLEAN AIR STANDARDS AND KEEP THE STATE ON TRACK TO MEET ITS 2045 CLIMATE TARGETS. TO DO THAT THE BOARD MUST SIGNIFICANTLY STRENGTHEN ITS INITIAL PROPOSAL. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Eureka	CA	95503	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that, the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Trabuco Canyon	CA	92678	CARB: Keep CA's Car Emission Stds High!	I grew up in the San Fernando Valley in the 60s and 70s. We had MANY days where you see the hills or breathe the air. It was awful. Thanks to the Clean Air Act and California's waivers, we're able to set higher standards for emissions and that has cleaned up our air to a point where it's hard to believe what we used to live in. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Hollister	CA	95023	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Sincerely, Ginger Lobeck	7/16/2026
San Jose	CA	95124	Adopt car standards strong enough to meet California's clean air and climate targets	Gentle Persons: Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Yours truly, James Konsevich	7/16/2026
San Francisco	CA	94110	Adopt further car standards strong enough to meet California's clean air and climate targets and increase California's leadership by example	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. Also, please consider setting policy in response to recent research linking airborne granulated auto tire particles to diseases like Alzheimer's California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Cloverdale	CA	95425	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026

Dixon	CA	95620	Please adopt car standards strong enough to meet California's clean air and climate targets	Thank you for your positive stance on our state's clean car standards. I support the California Air Resources Board to advance clean car standards strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. Please strengthen your proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Thank you for taking the time to read my email to you.	7/14/2026
Oakland	CA	94611	Adopt car standards strong enough to meet California's clean air and climate targets	I am a pediatrician, so write in support of improving the health of California's children. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Borrego Springs	CA	92004	Please safe us from destructive edicts! Adopt car standards strong enough to meet California's clean air and climate targets	Let's continue to be the leaders on environmental issues—for the benefit of the people! Why would we reduce standards! Only for corporate profit. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Barbara	CA	93101	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical now than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Gualala	CA	95445	Adopt car standards strong enough for California	First, thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever, and it adds immeasurably to my community's quality of life knowing that we live in a state that isn't actively working against us 24/7. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Berkeley	CA	94703	Adopt strong car standards	As a California resident, I'm writing in favor of moving forward with stricter car standards in our state. This will reduce air pollution, save lives, and help California meets its climate targets. As an added bonus, it will be a thorn in the eye of the Trump administration, which, as I'm sure you already know, is rolling back federal emissions standards. If California has strong standards in place, this will benefit other states as well, since automakers will likely design their cars everywhere to meet California's standards. Thanks for taking the time to review this message.	7/13/2026
Los Angeles	CA	90045	Stronger vehicle emissions standards	I am writing to urge the California Air Resources Board to secure strong clean vehicle standards to keep California on track to meet its 2045 climate targets. The CARB must therefore strengthen its current proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Newport Beach	CA	92663	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I am a family physician, and I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. As a physician who has worked in community clinics in California for years, I have seen the terrible toll pollution takes on the health of my patients and fellow Californians. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. I appreciate your courage to do what is healthy for all Californians. With gratitude, Gabriella Miotto, MD, MPH	7/13/2026
Laguna Woods	CA	92637	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Sincerely, Judy Northrop	7/13/2026

Oakland	CA	94602	Meet California's clean air and climate targets	California's leadership in cutting health-harming auto pollution is more critical than ever. Strengthen your initial proposal. If the Board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Strengthen your proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile.	7/14/2026
Berkeley	CA	94702	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. For shame! Among several reasons why this below-taxable income nonagenarian retiree takes mass transit instead of incurring the expenses of car ownership: I don't have to pay for car insurance, maintenance or fueling. So m adding to air pollution is minimal. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Prescott Valley	AZ	86314	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Sincerely, Mrs Cindy Stein Prescott Valley, AZ 86314 cinfish65@yahoo.com	7/13/2026
Palo Alto	CA	94306	Adopt car standards strong enough to meet California's clean air and climate targets	Clean air is more important than Trump's feelings. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Fresno	CA	93705	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. I, myself, was diagnosed with asthma years ago, and my Father-in-Law died from COPD living in Fresno and Tulare Counties. Health for the land and people, well before any profit, is a code kept by decent individuals. I pay close attention to such matters. We're already being poisoned. Please work to remedy that. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Vacaville	CA	95687	Set Car Standards to Meet CA Air & Climate Targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support strong clean air and climate standards in California! Our lives depend on it!	7/16/2026
Bellflower	CA	90706	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Sincerely, Dennis Landi Bellflower, CA 90706 zipcode90003@yahoo.com	7/14/2026
Corte Madera	CA	94925	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I especially appreciate it since I, my family, my friends, my community and every living thing on earth all breathe this air, and suffer from climate change. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Redwood City	CA	94062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Clean air = healthy workers and families = Prosperity. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Cruz	CA	95060	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. Please fortify mitigation policies for GHGs and Toxic Air Contaminants. Require all new purchases of road vehicles (light, medium, heavy) to be BEV by 2029. Allow permits to be issued for electric mass transit, but not fossil-powered, by 2027. Sunset the LCFS on the same schedule because vehicles that are powered by a mix of biofuels and petrol have much higher lifecycle emissions than BEVs. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Barbara	CA	93105	Adopt car standards to meet California's clean air and climate targets	California's leadership in cutting health-harming auto pollution is vital for progress in the USA. I want to see the California Air Resources Board move forward with clean car standards that are strong enough to meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90025	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. I up in California and I remember the day when the skies were clear in the air was breathable and it was a beautiful state to live in. Now it's filled with fumes from cars and pesticides and God only knows what they're spraying, but I can tell you my breathing has definitely changed as I've grown older here due to the air quality. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pinole	CA	94564	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. We have a solar home and plug in our EV, totally harmless and clean!!!	7/14/2026
Oakland	CA	94605	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Sincerely, Brenda Hattisburg	7/14/2026
Riverside	CA	92506	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. As a biologist and nature lover, I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Nevada City	CA	95959	Adopt car standards strong enough to meet California's clean air and climate targets	As an elderly, disabled person with asthma and multiple other medical conditions, CLEAN AIR IS VITALLY IMPORTANT TO ME. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Northridge	CA	91325	Adopt car standards strong enough to meet California's clean air and climate targets	Dear Board Members: When we first moved to California, ouw family could not see more than a mile ahead of us, through the thick brownish yellow thick haze. 'Smog' looked like death. As California continued to increase air quality standards, the air became clearer and clearer over the years. The past is what it should be--just a memory of a bad dream. Pamela and Family Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Shingle Springs	CA	95682	Adopt car standards strong enough to meet California's clean air and climate targets	I love living in California and one reason why I love living here is that we take care of our environment - even when we have to resist the destructive efforts of the Trump Administration. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94121	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I like to breathe and I'm sure that the people cutting our safety standards also like to breathe. We must continue to protect our air. Thank you. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Joshua Tree	CA	92252	We need clean air and climate care!	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. We must ensure we keep strong clean air standards at a critical time of regulation rollbacks that will harm Californian's. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. I grew up in the 60's in Souther California's smoggiest area and have experienced the gains made. I also know we are losing the good air quality where I live in the mMojave Desert with the influx of population and development. I drive an electric car and know we must encourage improvements in charging but I absolutely love leaving gas behind. Until we develop more mass transit EVs must be supported. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Oxnard	CA	93035	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. As a native Californian, I support any legislation that improves our states air quality. I've owned an EV for 11 months and hope California will continue to expand the amount of charging stations available. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oceanside	CA	92056	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I ask That you start this sooner than 2030 please. I'm almost 75 now and can't wait! I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Rocklin	CA	95677	CA needs strong car standards	California has more cars than any other state, contributing to poor air quality in many places. That's why I sincerely appreciate your efforts in standing up to federal attacks on our state's clean car standards and why I encourage you to continue strengthening these standards to provide healthier air for everyone and meet our 2045 climate targets. Across the state, air pollution threatens people's health, particularly in disadvantaged communities and low-income households. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Globally, EVs are now outselling gas vehicles in several European nations, and almost half of China's new car sales last year were EV. Clean cars save lives AND money. Plus, stronger fuel standards help reduce our dependence on oil, particularly imported oil, and help protect consumers from the wild swings in gas prices that occur when global oil supply is threatened. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Ynez	CA	93460	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. We must continue to protect our environment from harmful emissions pollution instead of pandering to trump and his anti-environmental protection agenda. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Francisco	CA	94115	California's clean air and climate targets require strong auto emissions standards	First. I want to thank you for standing up for our state's clean car standards. Unfortunately, this administration's attacks on common sense regulations means that California's leadership in cutting health-harming auto pollution is more critical than ever. I am writing today to urge the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. As such, the board's initial proposal must be significantly strengthened. Several regions in California suffer from the worst air quality in the country. Moreover, bad air quality has a disproportionate impact on low income and minority communities, already suffering from increased rates of cancer, cardiopulmonary disease, and premature death. We are also facing unprecedented risks from wildfires and floods, with coastal communities like my home of San Francisco subject to increasing damages from sea level rise - all exacerbated by climate change that has resulted from our burning of fossil fuels. In addition to mandates for increased fuel efficiency and transition to clean energy vehicles, I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. We need to both reduce the burning of gas and diesel and reduce emissions in order to ensure a livable future for all Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. The majority of Californians like me support adopting strong car and truck efficiency and emissions standards. I again urge the board to strengthen its initial proposal and enact the strong emissions standards necessary to fulfill California's clean air and climate targets. Thank you for considering my views.	7/16/2026
El Cajon	CA	92019	Adopt car standards strong enough to meet California's clean air and climate targets	Please do the right thing for all of us. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Petaluma	CA	94952	Adopt real car standards to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. When the fossil fuel industry has taken over the US Government with Donald Trump's collusion, when the world's climate is rocked by disruption due to burning oil products, we are all in real danger. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. IN fact, it would be better to return to the mandate to phase out internal combustion vehicles and replace them with all electric ones. China now produces and sells an all electric SUV that gets a 500 miles range (and more) for around $35,000. Why can't US manufacturers do that? Political cowardice, that's why. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Preferably by mandating the elimination of ICE vehicles and replacing them with EVs.	7/13/2026
Los Angeles	CA	90046	Adopt car standards strong enough to meet California's clean air and climate targets	I just purchased a new Prius hybrid as I want to do my part in cutting pollution. The climate is warming and we need to act fast! To that end, thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
La Honda	CA	94020	Californians Want Clean Air	I grew up in Los Angeles in the the 1950s and 60s when the smog was thick throughout the city. It affected my lungs and I still have asthma to this day, so I thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

San Francisco	CA	94121	Adopt car standards strong enough to meet California's clean air and climate targets	I love clean cats! Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Yucca Valley	CA	92284	Adopt car standards strong enough to meet California's clean air and climate targets	When I see the horrible environmental decisions the federal government is making now, I think we are better than that. And as a Californian, I can say California is better than that. So let's move forward with clean car standards! Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Eureka	CA	95503	Adopt car standards strong enough to meet California's clean air and climate targets	This is a priority item for our family, so thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
New York	NY	10022	Adopt car standards strong enough to meet California's clean air and climate targets	Despite various self-congratulatory promotions and reports, air pollution remains unacceptably high and a danger to health and environments. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Martinez	CA	94553	Please adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I urge the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Mountain View	CA	94043	From a California resident: Adopt car standards strong enough to meet California's clean air and climate targets	As a California resident, I strongly endorse strengthening our clean air standards. My recent trip to Norway showed me just how unclean my hometown air is. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Jose	CA	95124	Please adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. Please continue to do so. California's leadership in cutting health-harming auto pollution is more critical than ever. I am writing to ask the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Clean air is essential for good health, strong workforce and healthy children. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Oakland	CA	94611	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. I suffer from asthma and the air quality is very important for my health and millions of others. Please consider the above issue carefully and take courageous action.	7/13/2026
Bishop	CA	93514	PLEASE Adopt car standards to meet California's clean air and climate goals	Thank you for standing up to federal attacks on our state's clean car standards. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Please strengthen proposed rules to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Alameda	CA	94501	Adopt car standards strong enough to meet California's clean air and climate targets	I am a grandmother who cares deeply about the world we're leaving future generations. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Our grandchildren are counting on you!	7/13/2026
Truckee	CA	96161	Adopt car standards that ensure California's clean air and climate targets are met	California's leadership in cutting auto pollution is more critical than ever. Thank you for standing up to federal attacks on our state's clean car standards. We must do more. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Jose	CA	95136	Adopt car standards strong enough to meet California's clean air and climate targets	Given the Trump regime's attacks on environmental regulations, it is more critical than ever that CARB significantly strengthen its initial proposal and adopt clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. Specifically, strengthen the proposed rule to require fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile starting for model year 2036. Several regions in California habitually suffer from the worst air quality in the country. If the board fails to adopt strong new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Diego	CA	92117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Please consider the health of our communities now and in future generations.	7/16/2026
Oakland	CA	94605	Adopt car standards strong enough to meet California's clean air and climate targets	I'm a professor of medical anthropology and public health at San Francisco State University, part of the California State University system. I've lived in California for almost 20 years. I live in East Oakland, a community that has long been impacted by air quality concerns. I'm writing to say thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. Please note: To do that, the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. For personal and professional reasons, I strongly support adopting strong standards in California and urge the board to do the same. Thank you for your careful consideration of this important issue and for your advocacy on behalf of the health of all Californians.	7/14/2026

Newport Beach	CA	92660	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Note also that ACC2 stays in legal force, and has not been rescinded by Congress or the EPA. Enforce it.	7/13/2026
Tujunga	CA	91042	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Can anyone honestly say they don't want to breath clean air?	7/13/2026
Mammoth Lakes	CA	93546	Adopt car standards strong enough to meet California's clean air and climate targets	As a life long Californian and now parent, I applaud CA's efforts to push our nation int othe future when it comes to clean car standards. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Jose	CA	95120	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. California often leads other states into making better choices for humans, animals, planet. Compared to the 1970s, 80s, and 90s when the bordering ranges, Mt Hamilton and Mt Umunhum, in the Santa Clara Valley where I live could not be seen through ugly thick haze all summer to the last 20 years. Summer days now share a cleaner horizon and these ranges are so beautiful. That is, I believe, the California Air Resources making those better choices for all of California. This planet is on a dangerous descent into uninhabitable conditions. Do not let this current administration have any sway into making choices for where I and millions of other Californians live and breathe. Thank you kindly Kathleen Kawakami Santa Clara County	7/14/2026
Los Angeles	CA	90034	Please read our message below: Adopt car standards strong enough to meet California's clean air and climate targets	Please uphold California's high standards. No one wants to choke in the freakish brown air that used to obstruct the view everywhere. It was a nightmare, now thankfully gone. DONT LET IT COME BACK! Our Family of five thanks you. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Carpinteria	CA	93013	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you continuing to stand up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. As a person who grew up in the Los Angeles Basin in the 1950s and '60s I know what a difference pollution control can make. Across the state, air pollution threatens people's health, and it's worse in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. Therefore, I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
San Francisco	CA	94122	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I'm calling on the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and strongly urge the board to do the same.	7/13/2026

Placentia	CA	92870	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. If we don't take clean air seriously, who will?	7/14/2026
Los Angeles	CA	90043	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever, and I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California meet clean air standards and keep the state on track to meet its 2045 climate targets. Air pollution threatens people's health, particularly in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Thank you.	7/14/2026
Twentynine Palms	CA	92277	Adopt car standards strong enough to meet California's clean air and climate targets	I struggle with breathing problems due to dirty air. It is painful and no being able to breath is torture. It is due to dirty air. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94602	Meet CA's clean air and climate targets with strong standards	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. As a person of faith, I pray you will use your authority to protect Creation and Californians by ensuring our air quality improves via strong standards and enforcement of those standards. Thank you for your service.	7/13/2026
Culver City	CA	90230	Adopt car standards strong enough to meet California's clean air and climate targets	I live here for a reason and that reason is not so outsiders can come in and change what I vote for. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
North Hollywood	CA	91601	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure that all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that, the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams of CO2 per mile and 7 milligrams of NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions of dollars in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Rosa	CA	95404	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I urge the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Thank you for your attention to this important matter.	7/16/2026

Los Gatos	CA	95030	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Linda Sommer	7/13/2026
Santa Barbara	CA	93101	Adopt car standards strong enough to meet California's clean air and climate targets	Strong pollution standards please!! Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
El Cerrito	CA	94530	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I am an electrical engineer and have commented on CEC standards, regulations and policies before, mostly on electrical energy issues. But, I also care about the effects on climate, pollution and health by transportation. I got rid of my very old gas powered vehicle with the Clean Cars for All program and replaced it with a battery electric vehicle using no fossil fuels and only clean renewable electricity from rooftop solar and battery backup on my home and supplemental 100% clean energy from my CCA, MCE. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. These measures are attainable and the benefits are tangible and especially in the area of health outcomes critical to health and safety for Californians especially in the most effected areas. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Sebastopol	CA	95472	Adopt car standards strong enough to meet California's clean air and climate targets	California always leads the way as a healthy example to the rest of our nation. Let's make sure to take the actions necessary so that all Californians can breath safe, healthy air and encourage the rest of the nation to do the same! Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Concord	CA	94520	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I urgently encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. I think we have a health emergency on our hands, because across the state, air pollution threatens everyone's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Berkeley	CA	94709	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Thank you, Katherine Dillon	7/13/2026
Mendocino	CA	95460	Keep California's Clean Air and Climate Targets	As a California citizen for over 75 years, I must insist that the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Carmichael	CA	95608	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Thank you.	7/13/2026
Kings Beach	CA	96143	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. If ever there was a time to stand up to a bully, this is it. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. As a Californian I am proud of the measures our state has taken. Keep up the good work.	7/13/2026
Oakland	CA	94610	Adopt car standards strong enough to meet California's clean air and climate targets	As a teenager, I lived in Los Angeles in the early 1960s under a constant smog layer. I don't want my grandchildren to have to breathe polluted air, nor do I want the children who live in the poorest communities to be at a risk for asthma and other lung diseases. In 1967, Norman Mailer wrote a book entitled Why We Are in Vietnam. The first line is 'Smog is greed.' It has turned out to be true. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Mount Shasta	CA	96067	Urging you to Adopt strong car standards to meet CA's air and climate targets	It is important to me as a citizen of this great State for California to move forward with adequate clean car standards. As is well known, air pollution threatens people's health, and disadvantaged communities and low-income households especially suffer. Several regions in the state have some of the worst air quality in the country, and Californians suffer from asthma, cardiopulmonary disease, and premature death. I urge the CA Air Resource Board (CARB) to adopt ambitious new standards, so that the state will be on track to meet its 2045 climate targets, and so that all regions of California can meet clean air standards. Our state's leadership in cutting health-harming auto pollution is more critical than ever. To do that the board must significantly strengthen its initial proposal to require a 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile, as recommended by major environmental organizations. California's transition to clean cars will deliver billions in savings for Californians, and will help the affordability crisis. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 annually compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. If CARB will adopt strong standards or our state, it will keep our great State of California true to its commitment to an environment that benefits everyone.	7/13/2026
San Leandro	CA	94577	Adopt car standards for California's clean air	Thank you for rebuffing federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to create and enforce clean car standards that are strong enough to ensure all regions of California can meet clean air standards to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health. It is worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial effects of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get worse without ambitious action to cut climate pollution. That's why I strongly request that the board strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicle, totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and strongly request that the board do the same. Sincerely, Sharon Morris	7/14/2026
Santa Barbara	CA	93101	Please Adopt car emissions standards strong enough to meet California's clean air and climate targets	Keep CA a leader in clean air standards.Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. We need to do this for our state and to lead the way for our nation. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Please enact strict clean air standards to protect our health and our environment. We need strong leadership to make this happen!	7/14/2026
Rancho Santa Fe	CA	92067	Please adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I grew up in the Inland Empire in the 1970's and I remember all too well how bad it used to be. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026

Berkeley	CA	94709	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Don't drive anymore but still have to breathe it. Sincerely, JamesFairley Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Rosa	CA	95405	Make car standards strong enough to protect us	My mother died of lung cancer. I take air pollution seriously. So. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Arcata	CA	95521	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Sincerely, Gabrielle Gopinath	7/13/2026
Santa Barbara	CA	93101	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Please murder RFK Junior.	7/13/2026
Novato	CA	94945	Fight Like Hell for Clean Air and a Livable Planet	You know the problem -- and you know the solution. Clean air and a safe planet are no longer a 'given' due to our ingrained and longstanding reliance on carbon fuel for industry and transportation. The Trump Administration is recklessly intent on ramping up this dependence, and I appreciate your opposition to federal attacks on our state's clean car standards and leadership in cutting auto pollution. As California Air Resources Board, it is essential that you act aggressively, and establish clean car standards strong enough to ensure our high standards prevail and the 2045 climate targets are met. But you - and I - must fight harder, and this will require that you greatly strengthening your initial proposal. Carbon fuel accelerated climate change is already ravaging our planet. We, along with other living things, are facing an existential crisis. I therefore urge you to amp up the Proposed Rule to a Model Year 2036 standard. I urge you to adopt strong clean car standards for our state, and continue to demonstrate leadership in the face of considerable pressure from Washington. In short, I'm asking you to fight like hell for all our sakes. Sincerely, Mary Jane Schramm	7/14/2026
Los Osos	CA	93402	Be ambitious and support CA's clean air and climate targets. Please adopt clean air and climate resilient car standards.	Thank you for standing up for California's clean car standards. California's leadership in addressing health-harming auto pollution is so important. The California Air Resources Board (CARB) can move forward with clean car standards. I would like to know that all regions of California can meet clean air standards. California has 2045 climate targets. I think CARB must be more ambitious and strengthen its initial proposal. When CARB adopts ambitious new standards, a set of clean car rules for 2030 and beyond, more Californian's health will improve because suffering from asthma, cardiopulmonary disease, and premature death will be lessened. The climate pollution is contributing to Californian's escalating financial burden. People have lost their homes to wildfires and to floods, home insurance prices are near impossible to pay. There is illness, disease, and death. These costs directly contribute to California's affordability dilemma and the situation will worsen without ambitious action to significantly reduce climate pollution. Dear CARB, please strengthen your proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. Electric cars can save drivers money. Compared to combustion-engine vehicles calculations suggest average fuel and maintenance savings of more than $7,500 when comparing combustion-engine vehicles to electric vehicles. An estimated $90 billion in net savings for Californians. Clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the California Air Resources Board to do the same.	7/14/2026
San Diego	CA	92104	Adopt car standards to improve California's air and meet climate targets	I grew up in Los Angeles, which had some of the worst air quality in the nation. I worried about what my daughter would experience, but thankfully the air quality in LA has somewhat improved. However with the Trump administration's role back of a host of environmental regulations, California's leadership in cutting health-harming auto pollution is more critical than ever. Thank you for standing up to federal attacks on our state's clean car standards. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Cruz	CA	95060	Adopt car standards strong enough to meet California's clean air standards	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a win for public health and affordability. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

San Diego	CA	92117	Please adopt car standards strong enough to meet California's clean air and climate targets	Clean air helps ALL of us -- every citizen of the United States and of the world. We need to keep fighting for clean air! Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Jose	CA	95117	In Support of Strong Clean Air Standards	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's at it worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from increased illnesses, allergies, asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Topanga	CA	90290	Please adopt car standards to meet – or exceed – California's clean air and climate targets	Thank you for standing up to federal attacks on California's clean car standards. Your leadership in cutting health-harming auto pollution is more essential than ever. Please move forward with clean car standards strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that, the California Air Resources Board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate change. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, as are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. Please strengthen your proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and the climate. Please strong standards in California. Thank you.	7/14/2026
Walnut Creek	CA	94595	Adopt car standards strong enough to meet California's clean air and climate targets	As a mother and a grandmother I worry a great deal about the future of our environment. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Palm Desert	CA	92260	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. My name is Alan Solomon. I live in southern California. I COMPLETELY AGREE WITH AND STRONGLY SUPPORT THE ABOVE STATEMENT/PETITION TODAY AND FOR MANY YEARS AND GENERATIONS TO COME. Thank you for your time Today. Alan Solomon	7/14/2026
Sacramento	CA	95864	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it is worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board does not adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That is why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92119	Car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. Move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. Strengthen the proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California	7/13/2026
Los Angeles	CA	90066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Sincerely, Robert M. Finan Los Angeles	7/16/2026

San Luis Obispo	CA	93406	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. We Must Continue Making Progress.	7/13/2026
Los Angeles	CA	90028	Please adopt car standards strong enough to meet climate targets!	California's leadership in cutting health-harming auto pollution is more critical than ever. Thank you for standing up to federal attacks on clean car standards; a triple win for public health, affordability, and our climate. I encourage the Board to move forward with standards that are strong enough to ensure all regions can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile.	7/13/2026
Martinez	CA	94553	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. Protect the citizens from excessive pollution. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Orange	CA	92865	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. I grew up in southern California and remember third-stage smog alerts in the 70s. I now have asthma and breathing problems. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Petrolia	CA	95558	Adopt car standards strong enough to meet California's clean air and climate targets	You have been a historical standard for our modern air problems for decades. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. Now, a firm backbone is required to continue moving ahead to protect the health of residents and the planet itself. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. Other countries around the world could benefit from this rule and some are already per McKibben. Around the world, many economies are already acting to address the effects of greenhouse gases on health and the environment—a California transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sausalito	CA	94965	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. Every other state should be copying California. What is more important than clean air? Geez I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Petaluma	CA	94952	Please adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to please move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Hawthorne	CA	90250	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards!!! California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Redwood City	CA	94062	Adopt car standards strong enough to meet California's clean air and climate targets	California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. Please move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. Strong clean car standards are a triple win for public health, affordability, and our climate.	7/14/2026
San Jose	CA	95123	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California Air Resources Board must advance clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. CARB's initial proposal does not meet that goal and must be strengthened. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt stronger standards, more residents will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden due to fossil fuel driven global warming. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. CARB should strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Marina	CA	93933	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Thank you for your time and consideration.	7/14/2026
Oceanside	CA	92054	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Can you take into account cross border pollution? Idling cars at the border 5 hours plus per day, every day. Thank you.	7/13/2026
Elk Grove	CA	95624	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. IGNORE FASCIST TRVMP'S ATTACKS ON CLEAN CAR RULES. CALIFORNIA, AND MANY OTHER STATES, WILL CONTINUE TO WORK ON CLEANING UP OUR TRANSPORTATION VEHICLES, WHILE TRVMP SIMPLY TAKES BRIBES FROM CORPORATIONS WHO WANT TO CONTINUE USING OLD AND POLLUTING TECHNOLOGIES! I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. IGNORE FASCIST TRVMP'S ATTACKS ON CLEAN CAR RULES. CALIFORNIA, AND MANY OTHER STATES, WILL CONTINUE TO WORK ON CLEANING UP OUR TRANSPORTATION VEHICLES, WHILE TRVMP SIMPLY TAKES BRIBES FROM CORPORATIONS WHO WANT TO CONTINUE USING OLD AND POLLUTING TECHNOLOGIES! Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. IGNORE FASCIST TRVMP'S ATTACKS ON CLEAN CAR RULES. CALIFORNIA, AND MANY OTHER STATES, WILL CONTINUE TO WORK ON CLEANING UP OUR TRANSPORTATION VEHICLES, WHILE TRVMP SIMPLY TAKES BRIBES FROM CORPORATIONS WHO WANT TO CONTINUE USING OLD AND POLLUTING TECHNOLOGIES! Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. IGNORE FASCIST TRVMP'S ATTACKS ON CLEAN CAR RULES. CALIFORNIA, AND MANY OTHER STATES, WILL CONTINUE TO WORK ON CLEANING UP OUR TRANSPORTATION VEHICLES, WHILE TRVMP SIMPLY TAKES BRIBES FROM CORPORATIONS WHO WANT TO CONTINUE USING OLD AND POLLUTING TECHNOLOGIES! That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. IGNORE FASCIST TRVMP'S ATTACKS ON CLEAN CAR RULES. CALIFORNIA, AND MANY OTHER STATES, WILL CONTINUE TO WORK ON CLEANING UP OUR TRANSPORTATION VEHICLES, WHILE TRVMP SIMPLY TAKES BRIBES FROM CORPORATIONS WHO WANT TO CONTINUE USING OLD AND POLLUTING TECHNOLOGIES! California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles, totaling an estimated $90 billion in net savings for Californians. IGNORE FASCIST TRVMP'S ATTACKS ON CLEAN CAR RULES. CALIFORNIA, AND MANY OTHER STATES, WILL CONTINUE TO WORK ON CLEANING UP OUR TRANSPORTATION VEHICLES, WHILE TRVMP SIMPLY TAKES BRIBES FROM CORPORATIONS WHO WANT TO CONTINUE USING OLD AND POLLUTING TECHNOLOGIES! Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Los Angeles	CA	90027	Adopt car standards strong enough to meet California's clean air and climate targets	To the California Air Resources Board, Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars will save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Thanks for taking the time to read this letter. Best, Craig A. Colton	7/16/2026
Oakland	CA	94605	Stand strong for car standards California's clean air and climate targets	We need your courage to stand up to attacks on our state's clean car standards. California must continue the work to cut hazardous auto pollution now and always. I urge you, the California Air Resources Board, to push bravely for clean car standards strong enough to ensure all of California can meet clean air standards and stay on track to meet its 2045 climate targets. And the you must go much further than your initial proposal in order to do that. Air pollution harms our health and is implicated in higher mortality and morbidity, especially in areas with more low income households. This is terrible. No child asks to be born to suffer in some of the worst worst air quality in the country. If you don't adopt ambitious new standards, more Californians will suffer and die. Californians are also suffering from escalating economic threats of climate crisis including wildfires, floods, sky high insurance prices, and drought. The real costs of illness, disease, and death made worse by climate change are unaffordable for many and will only get worse without strong action to cut climate pollution. I call on you to strengthen the proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. Do not weaken. Do not stand meekly by while we still have the ability to make a difference. We are already on our way to transition to clean vehicles. Electric cars save owners an average of more than $7500 on fuel and maintenance compared to gas vehicles. That's an estimated $90 billion in savings for Californians. We an do better. Strong clean car emission standards are a win-win-win for public health, affordability, and climate. I support in the strongest terms adopting much stronger standards in California and urge the board to do the same.	7/17/2026
San Francisco	CA	94122	Car standards to meet CA's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the CARB to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Walnut Creek	CA	94595	Adopt car standards strong enough to meet California's clean air and climate targets	I'm a Walnut Creek senior deeply concerned about climate change and other environmental challenges that are currently intensifying. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sausalito	CA	94965	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.We all need clean air to breathe. Sincerely, Louise Savage SausalitoCA 94065	7/13/2026
Escondido	CA	92029	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I agree, California must maintain and increase its' performance in reducing atmospheric pollution resulting from the use of fossil fueled vehicles. However, the state must look into reports of poor reliability concerning all electric vehicles, especially as failure of batteries reduces the attractiveness of these vehicles. I know battery technology is ever increasing however; I would like to see the state provide additional incentives to encourage scientists and manufactures to energize their efforts to improve battery reliability. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Carpinteria	CA	93013	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Sincerely, Judith Falck-Madsen	7/16/2026
Oakland	CA	94609	Please adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. As a family doctor, retired from Contra Costa County's West County clinic and a resident of Oakland, two communities severely impacted by poor air quality, I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Auburn	CA	95603	Adopt standards that meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I love cars and owned a Saleen with 560 hp. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90034	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Thank you for your time.	7/14/2026
Riverside	CA	92501	California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

The Sea Ranch	CA	95497	ADOPT auto standards strong enough to meet California's clean air and climate targets	The following represents my position in SUPPORT to strengthen CARB's proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Point Reyes Station	CA	94956	Adopt car standards strong enough to meet California's clean air and climate targets. Cleaner cars for California!	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. For the good of our people, Marjorie Mohror	7/14/2026
San Rafael	CA	94901	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I strongly support adopting strong standards in California and urge the Board to do the same. Thank you for your consideration of my thoughts and request.	7/16/2026
El Dorado	CA	95623	California Should Lead The Nation On Clean Air	I live in the Sierra foothills where smog and bad air tends to congregate so I appreciate you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94109	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. It is unfortunate that we are not being supported by our federal government in working to transition to cleaner vehicles, but California has been on the cutting edge of innovation before. Working to meet these new standards will help us to develop technology more rapidly, which will put us into an advantaged position when these standards become more widespread. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Berkeley	CA	94707	Control Health Costs - Adopt car standards strong enough to meet California's clean air and climate targets	As a physician with 3 decades of experience working in frontline communities I want to thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. I have seen the impacts of caring for children with asthma on parents who are frightened that they will lose their jobs due to missed work, terrified that their sick children will die, and frustrated that they can't afford to live somewhere with clean air that would help protect all of them from disease. Air pollution increases rates of depression, dementia, ADHD, and autism - all debilitating, chronic, and costly conditions. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Vallejo	CA	94590	Strong car standards to meet CA's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Crockett	CA	94525	Adopt affordable car standards strong enough to meet California's clean air and climate targets	As someone who cares deeply about environmental health, I am in agreement with the scripted statement and request below. However, implementation involves multiple considerations, including affordability (without having to raise taxes), privacy, and choice. By privacy and choice, I am referring to the availability to have an affordable standard electric vehicle, similar to the older gas model vehicles, that is not spying on us. I am a law abiding citizen and I don't have anything to hide, but it is getting disgustingly invasive when 'smart' vehicles, appliances, phones, utilities, computers, wifi, and the list goes on, constantly gather information about us. What is all this data gathering used for and specifically who benefits from it? Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Lancaster	CA	93536	Adopt car standards strong enough to meet California's clean air and climate targets	As a Californian with asthma, I applaud all efforts to strengthen clean air standards and enforcement, We cannot enable any attempts to make those standards less effective. Breathing pollution is not just deadly, it is costly, driving up healthcare costs and making our state less safe and healthy for kids. I encourage you to continue supporting strong clean air standards and standing up against federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Walnut Creek	CA	94597	Adopt car standards strong enough to meet California's clean air and climate targets	I wanted to thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. We need to strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92107	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Clean cars NOW!!	7/13/2026
Sebastopol	CA	95472	Adopt car standards strong enough to meet California's clean air and climate targets	I truly appreciate CARB's refusal to submit to federal attacks on our state's clean car standards, while asking you to require additional clean car standards with enough enforcement mechanisms to ensure the whole state will meet the next round of clean air standards and its its 2045 climate targets. But more restrictive regulation is badly needed to protect lower income neighborhoods from physically damaging small particulate pollution, largely a consequence of outdated reliance on fossil fuels by agricultural and transportation sectors of our state. Stricter regulatory rules also are essential to reducing the losses to humans and wildlife from catastrophic wildfires and storm events that are directly caused by the cumulative impacts global warming from fossil fuel consumption. The proposal to strengthen Model Year 2036 standards to require fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile seems a rational and necessary next step to limiting the present and future harms from fossil fuel production and consumption.	7/14/2026
Laguna Beach	CA	92651	Adopt strong car standards to meet California's clean air and climate targets	I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Cruz	CA	95060	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. As a Californian I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Albany	CA	94706	Please, adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Thank you.	7/14/2026
Arcata	CA	95521	Meet California's clean air and climate targets	I thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Especially in SoCal-- I (and you too) can visibly witness the decrease in smog. HUGE! Please keep our laws as good standards and stewardship of our California.	7/14/2026
San Jose	CA	95124	Adopt car standards strong enough to meet California's clean air and climate targets	Seems a bit counterintuitive to open the door to the hen house after reinforcing it so that mister fox cannot enter to catch his dinner. We have electric cars. Solar panels, etc. and now to lower emission standards? Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Carmel	CA	93923	Please Enact Strong Car Emissions that Meet California's Clean Air and Climate Goals	I applaud the California Air Resources Board for pushing back on federal attacks on our state's clean car standards. California must continue to be the leader in reducing auto pollution. Please enact clean car standards strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. This would require the the board to significantly strengthen its initial proposal. I support the Center for Biological Diversity's proposal that the board strengthen its proposed rule to a 'Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile.' Strong clean car standards favor public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Orangevale	CA	95662	Adopt strong car standards to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Eureka	CA	95503	Meet California's clean air and climate targets	Thank you for standing up to federal attacks on California's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Rancho Palos Verdes	CA	90275	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Thank you for reading and standing up for clean, breathable air. Sincerely, Lin Penrose	7/16/2026
Mariposa	CA	95338	Adopt car standards strong enough to meet California's clean air and climate targets	Please adopt strong clean car rules for the state. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Costa Mesa	CA	92627	Please adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Californians are facing an unprecedented, escalating financial burden caused by the climate crisis. Home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. I, like many, can barely afford fire insurance, and have few companies to choose from. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Oakland	CA	94611	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Lisa Szepanski	7/16/2026
Topanga	CA	90290	Adopt car standards strong enough to meet California's clean air and climate targets	Is there anything Trump doesn't want to destroy? Let's not let him. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Menlo Park	CA	94025	California must adopt stronger car standards to meet California's clean air and climate targets	We all know that California sets the standard for many environmental gains. California takes action and other states follow suit. With Trump's vicious attacks on environmental rules, California's leadership is especially important. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Arnold	CA	95223	Adopt car standards strong enough to meet California's clean air and climate targets	Trump has his head in the sand. He is so old-at least old thinking -that it seems he cannot conceive that the world is changing and rapidly. We need to save our planet and therefore all living creatures on earth. If we don't adhere to much stronger laws that reduce global warming and help clean up our environment, then all will be lost. We must act now. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94124	Adopt strong car standards to meet California's climate and clean air targets	I am a senior with asthma. I need clean air to breathe! Thank you for standing up to federal attacks on our state's clean car standards! California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Newbury Park	CA	91320	Adopt car standards strong enough to meet California's clean air and climate targets	I'm worried about our air quality. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Fair Oaks	CA	95628	Adopt car standards strong enough to meet California's clean air and climate targets	California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Northridge	CA	91325	PLEASE DO THIS Adopt car standards strong enough to meet California's clean air and climate targets	We have a lot of confidence that you will act with responsibility and integrity in keeping our air quality standards one of the best in the United States. Thank you for your fantastic work, please don't stop! Adrian Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Mountain View	CA	94043	Adopt car standards strong enough to meet California's clean air and climate targets	The best cycling days of my life were during the pandemic shut down. The air quality was amazing and those days gave me hope for our clean future. We must do more!!! Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
West Hollywood	CA	90069	Please Adopt car standards strong enough to meet California's clean air and climate targets	The air is so bad it's impossible to see the nearby mountain ranges. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Ione	CA	95640	Adopt car standards FOR ALL STATE VEHICLES strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. CALIFORNIA NEEDS TO SET THE PACE BY MANDATING THAT ALLSTATE OWNED FLEET. VEHICLES MUST MEET THE STANDARDS. TO SHOW THE REST OF THE STATE THE PATH TO VICTORY. I strongly encourage the California Air Resources Board to move forward with clean car standards FOR ALLSTATE OWN VEHICLES that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. STARTING WITH ALLSTATE VEHICLES WOULD BE A MAJOR STEP FORWARD AND DEMONSTRATE TO THE REST OF THE COUNTRY HOW THIS CAN BE ACCOMPLISHED. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. LET'S SET THE SPACE! MAKE THE STATE OF CALIFORNIA SET THE PACE AND MAKE ALL OUR STATE VEHICLES. MEET THE STANDARDS FIRST.!	7/14/2026
Livermore	CA	94550	Adopt strong car standards	I live in the San Francisco Bay Area and am very aware of the air pollution problems in California. We need clean car standards. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Ferndale	CA	95536	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Thank you for your consideration of these important issues.	7/16/2026
Ventura	CA	93003	Adopt car standards strong enough to meet California's clean air and climate targets	It's very important to me that we have clean air. It's bizarre that I even have to say that. It should be a given. As a resident of California, thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Cool	CA	95614	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that, the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong, clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Julian	CA	92036	Please! Adopt car standards strong enough to meet California's clean air and climate targets	As a native Californian for whom health is a top concern, I must thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94114	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to Trump/MAGA's dollar-driven federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Sunnyvale	CA	94087	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Stop all the insanity . Use Marcus Schulze Voting and Universal Basic Income to meet UDHR. 21.3 rights .	7/17/2026
Hayward	CA	94542	Adopt car standards strong enough to meet California's clean air and climate targets	Go CARB! Stand up to Trump. Defend our clean car standards. Move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Berkeley	CA	94705	Adopt strong car pollution standards	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly urge the California Air Resources Board to strengthen its initial proposal for clean car standard, making them strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets.	7/14/2026
Berkeley	CA	94709	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Thank you.	7/17/2026
Santa Rosa	CA	95401	Adopt car standards strong enough to meet California's clean air and climate targets	Now is the time to act as we rapidly move into dangerous heat! Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026

Aptos	CA	95003	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. PLEASE! California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Leandro	CA	94577	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. My mother has asthma and has had asthma attacks that have resulted in crisis and emergency. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. The United States is in an oil shock and international countries are rationing their oil supplies. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Sacramento	CA	95818	Adopt stronger car emission standards	I grew up in the 70s when air pollution in California was so thick it was visible and was affecting people's health. I'm so relieved that you have stood up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever, especially as the federal government continues to prioritize profits and convenience over the health of people and the planet. Please pursue clean car standards strong enough to ensure all regions of California meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Thank you for all that you do.	7/14/2026
Sherman Oaks	CA	91423	Adopt strong car standards	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I grew up in Los Angeles when smog alerts kept us inside during recess. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Berkeley	CA	94702	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. There is literally no good reason to support gas cars into our future. The price of gas will only go up. Green energy is patriotic and local. What is the issue? I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Luis Obispo	CA	93405	We need to Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Thank you for giving my perspective your thoughtful consideration. Sincerely, Josephine Laing	7/13/2026
Los Angeles	CA	90035	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. Our air is getting worse for all life to breathe I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Oakland	CA	94618	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you very much for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Oakland	CA	94619	Adopt strong Clean Car Rules	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. As an 81 year-old Californian, clean air is important to my health and well-being. I encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To accomplish that the Board must strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge CARB to do the same.	7/14/2026
Redwood City	CA	94061	Stop Corruption. Adopt Car Standards Strong Enough to Meet California's Clean Air and Climate Targets.	Enough corruption and empty rhetoric. Stop selling out the environment and the rest of us to your criminal oligarch donors. We are not disposable. No one is above the law. Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. As a citizen, a constituent, an atheist, and a science-based secular humanist values voter, I call on the California Air Resources Board to promptly enact clean car standards that are strong enough to ensure all regions of California can meet clean air standards and thereby ensure that the state at least meets its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it is worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board does not adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get worse without ambitious action to cut climate pollution. I accordingly call on the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles, totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and call on the board to do at least as much.	7/17/2026
Santa Rosa	CA	95404	Please adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same. Thank you.	7/14/2026
Big Bear Lake	CA	92315	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. As someone who rides a bicycle and walks to get around, clean air is essential. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Oakland	CA	94601	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. As a person over 75 who has asthma, this is really important to me. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Redwood City	CA	94062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Kelseyville	CA	95451	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Luis Obispo	CA	93401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Vacaville	CA	95687	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Upland	CA	91784	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Alameda	CA	94501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sacramento	CA	95811	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Maria	CA	93455	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

San Jose	CA	95118	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Fresno	CA	93704	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Clarita	CA	91390	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92120	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Alpine	CA	91901	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oceanside	CA	92056	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Thousand Oaks	CA	91360	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Cambria	CA	93428	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sacramento	CA	95811	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Ventura	CA	93003	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Tustin	CA	92782	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90021	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Los Angeles	CA	90066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Healdsburg	CA	95448	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Francisco	CA	94117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94102	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Half Moon Bay	CA	94019	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Manhattan Beach	CA	90266	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Aptos	CA	95003	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Mcarthur	CA	96056	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Aliso Viejo	CA	92656	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Morro Bay	CA	93442	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Benicia	CA	94510	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Watsonville	CA	95076	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Studio City	CA	91604	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Pinole	CA	94564	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Fountain Valley	CA	92708	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Oceanside	CA	92054	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Pasadena	CA	91104	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Little River	CA	95456	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Van Nuys	CA	91405	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Camarillo	CA	93010	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Diego	CA	92115	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pinole	CA	94564	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Fair Oaks	CA	95628	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Roseville	CA	95747	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Los Angeles	CA	90066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Santa Ynez	CA	93460	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Carmel	CA	93923	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94602	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Watsonville	CA	95076	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Rosa	CA	95409	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Santa Cruz	CA	95062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Corte Madera	CA	94925	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Encinitas	CA	92024	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Livermore	CA	94550	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Barbara	CA	93108	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Chico	CA	95973	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Folsom	CA	95630	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

		94103	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Murrieta	CA	92563	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Cruz	CA	95062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Smith River	CA	95567	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Westlake Village	CA	91361	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Playa Del Rey	CA	90293	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Aptos	CA	95003	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Venice	CA	90291	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Hemet	CA	92543	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Berkeley	CA	94702	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Palm Springs	CA	92262	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Barbara	CA	93108	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Studio City	CA	91604	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90025	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Alhambra	CA	91801	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Corona	CA	92883	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Santa Monica	CA	90403	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sacramento	CA	95816	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Eureka	CA	95503	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Van Nuys	CA	91401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Stockton	CA	95207	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Santa Clara	CA	95053	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Carlos	CA	94070	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
San Diego	CA	92109	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Monrovia	CA	91016	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Redding	CA	96001	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Palo Alto	CA	94301	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Auburn	CA	95603	Must Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Santa Clara	CA	95051	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Vallejo	CA	94591	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Monterey	CA	93940	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Mckinleyville	CA	95519	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90048	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakland	CA	94618	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90019	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Nicasio	CA	94946	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Rafael	CA	94901	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Bolinas	CA	94924	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90019	To meet our much needed clean air targets, adopt strong car standards	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Placerville	CA	95667	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Chatsworth	CA	91311	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Escondido	CA	92029	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026

Castro Valley	CA	94552	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Pleasant Hill	CA	94523	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pleasanton	CA	94588	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Jose	CA	95127	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Francisco	CA	94133	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Half Moon Bay	CA	94019	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Barbara	CA	93101	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Claremont	CA	91711	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Orange	CA	92869	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Napa	CA	94558	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Rio Nido	CA	95471	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
South San Francisco	CA	94080	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Rosa	CA	95401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Costa Mesa	CA	92627	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Santa Monica	CA	90403	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Livermore	CA	94550	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
North Hollywood	CA	91605	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Seal Beach	CA	90740	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94121	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Mission Viejo	CA	92691	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Eureka	CA	95501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Los Osos	CA	93402	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
South San Francisco	CA	94080	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94618	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Costa Mesa	CA	92627	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Marina	CA	93933	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94115	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sunnyvale	CA	94085	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026

Seal Beach	CA	90740	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94133	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Novato	CA	94947	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92109	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sacramento	CA	95819	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakland	CA	94610	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sebastopol	CA	95472	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Campbell	CA	95008	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Healdsburg	CA	95448	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Corning	CA	96021	Please adopt new car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Corona Del Mar	CA	92625	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Folsom	CA	95630	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Phelan	CA	92371	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Quincy	CA	95971	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Newbury Park	CA	91320	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Palo Alto	CA	94303	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Albany	CA	94706	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94609	Adopt stronger car standards and protect the health of Californians!	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Cardiff By The Sea	CA	92007	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92101	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94110	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

San Francisco	CA	94114	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Rosa	CA	95404	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Santa Cruz	CA	95060	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Felton	CA	95018	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Hemet	CA	92543	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Cruz	CA	95060	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Pedro	CA	90731	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026

Meadow Vista	CA	95722	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Willits	CA	95490	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Huntington Beach	CA	92648	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Temecula	CA	92592	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Mill Valley	CA	94941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
West Sacramento	CA	95691	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Grand Terrace	CA	92313	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Buena Park	CA	90621	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94114	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Upland	CA	91786	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Burbank	CA	91505	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Tarzana	CA	91356	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90046	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Oakland	CA	94618	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92103	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Fresno	CA	93704	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sun Valley	CA	91352	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Rafael	CA	94903	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Ventura	CA	93003	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Citrus Heights	CA	95610	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Clemente	CA	92672	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
La Mesa	CA	91942	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Ana	CA	92704	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Monrovia	CA	91016	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Venice	CA	90291	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Long Beach	CA	90814	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Rafael	CA	94903	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Capitola	CA	95010	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
El Sobrante	CA	94803	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
West Hills	CA	91307	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Costa Mesa	CA	92627	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Sonoma	CA	95476	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94607	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
San Francisco	CA	94117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Santa Fe Springs	CA	90670	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Carlos	CA	94070	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Watsonville	CA	95076	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Thousand Oaks	CA	91362	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92122	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Rocklin	CA	95677	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Jose	CA	95124	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Jose	CA	95124	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Sacramento	CA	95835	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Chula Vista	CA	91912	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Gabriel	CA	91775	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Ben Lomond	CA	95005	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94121	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Mountain View	CA	94043	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Long Beach	CA	90804	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Cruz	CA	95062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Carlsbad	CA	92009	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Temecula	CA	92591	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94134	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Carmel	CA	93923	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Berkeley	CA	94702	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Los Angeles	CA	90016	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Gatos	CA	95032	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
El Sobrante	CA	94803	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Sunnyvale	CA	94087	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Rafael	CA	94903	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Bishop	CA	93514	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakland	CA	94607	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Los Angeles	CA	90045	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90065	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Ladera Ranch	CA	92694	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Jose	CA	95111	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Ramon	CA	94582	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Alameda	CA	94501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Placerville	CA	95667	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Riverside	CA	92505	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Jose	CA	95123	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Studio City	CA	91614	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Albany	CA	94706	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Rancho Palos Verdes	CA	90275	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Soquel	CA	95073	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Richmond	CA	94801	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92111	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94132	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Lafayette	CA	94549	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94131	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92107	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pasadena	CA	91103	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026

Marina Del Rey	CA	90292	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Buena Park	CA	90620	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Winterhaven	CA	92283	PLEASE Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Duarte	CA	91008	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Laguna Beach	CA	92651	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Mentone	CA	92359	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Campbell	CA	95008	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Berkeley	CA	94710	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Altadena	CA	91001	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Van Nuys	CA	91406	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Carmichael	CA	95608	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Lafayette	CA	94549	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Fort Bidwell	CA	96112	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Berkeley	CA	94703	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Mill Valley	CA	94941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Burbank	CA	91505	Clean Air and Climate Targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
French Gulch	CA	96033	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Marina Del Rey	CA	90292	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Garden Grove	CA	92840	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94112	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Eureka	CA	95503	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Napa	CA	94558	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Barbara	CA	93105	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Redondo Beach	CA	90278	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
West Hollywood	CA	90069	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Barbara	CA	93101	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Buena Park	CA	90620	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Barbara	CA	93105	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

San Francisco	CA	94110	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Redondo Beach	CA	90278	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Northridge	CA	91324	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Los Angeles	CA	90046	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Redondo Beach	CA	90277	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Jose	CA	95133	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Azusa	CA	91702	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026

Clovis	CA	93611	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Alameda	CA	94501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Santa Barbara	CA	93105	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Francisco	CA	94116	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Monterey	CA	93940	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sacramento	CA	95820	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
El Cerrito	CA	94530	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Clayton	CA	94517	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Atascadero	CA	93422	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Vista	CA	92084	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Sonoma	CA	95476	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
South Lake Tahoe	CA	96150	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Huntington Beach	CA	92647	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Oakland	CA	94611	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Escondido	CA	92029	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92105	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Oakland	CA	94619	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pacific Grove	CA	93950	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Glendale	CA	91205	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Berkeley	CA	94708	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Emeryville	CA	94608	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Oakland	CA	94609	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Rosa	CA	95403	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Chico	CA	95928	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sherman Oaks	CA	91423	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Orange	CA	92869	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Cruz	CA	95062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Laguna Beach	CA	92651	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Sonoma	CA	95476	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Rosa	CA	95403	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Dana Point	CA	92629	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Ana	CA	92701	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Salinas	CA	93908	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Boulder Creek	CA	95006	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Mateo	CA	94401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Sacramento	CA	95835	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Richmond	CA	94804	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Riverside	CA	92506	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Rodeo	CA	94572	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Orange	CA	92865	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90077	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Arcata	CA	95521	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026

San Jose	CA	95124	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Oakland	CA	94618	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Bakersfield	CA	93311	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94122	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Newcastle	CA	95658	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
La Crescenta	CA	91214	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Greenbrae	CA	94904	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Millville	CA	96062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Modesto	CA	95356	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94115	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Jose	CA	95139	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94110	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90034	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Luis Obispo	CA	93401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Davis	CA	95618	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Leandro	CA	94579	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90068	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Felton	CA	95018	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Elk Grove	CA	95624	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Bakersfield	CA	93301	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Mendocino	CA	95460	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Rohnert Park	CA	94928	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Citrus Heights	CA	95610	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Mountain View	CA	94040	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Cambria	CA	93428	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Mill Valley	CA	94941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Pacific Grove	CA	93950	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sebastopol	CA	95472	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Petaluma	CA	94952	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94122	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Concord	CA	94520	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Huntington Beach	CA	92649	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Ventura	CA	93001	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pasadena	CA	91104	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Ben Lomond	CA	95005	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Woodland Hills	CA	91364	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Santa Cruz	CA	95063	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Richmond	CA	94805	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Pablo	CA	94806	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Ukiah	CA	95482	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Cruz	CA	95062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94110	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Willits	CA	95490	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Berkeley	CA	94708	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Osos	CA	93402	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Berkeley	CA	94707	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Orange	CA	92866	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Redwood City	CA	94062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Berkeley	CA	94702	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Los Angeles	CA	90046	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pacific Grove	CA	93950	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90068	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92109	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Burbank	CA	91504	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Lake Elsinore	CA	92530	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Jose	CA	95112	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

San Francisco	CA	94133	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Jose	CA	95124	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Tujunga	CA	91042	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
El Cerrito	CA	94530	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oceanside	CA	92057	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Napa	CA	94559	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Hermosa Beach	CA	90254	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Temecula	CA	92592	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Berkeley	CA	94708	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Rosa	CA	95405	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Pasadena	CA	91107	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Riverbank	CA	95367	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Los Angeles	CA	90045	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Carmichael	CA	95608	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Salinas	CA	93906	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Redwood City	CA	94062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Emeryville	CA	94608	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90026	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Simi Valley	CA	93065	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Crockett	CA	94525	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pittsburg	CA	94565	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Vallejo	CA	94591	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Nevada City	CA	95959	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Leandro	CA	94579	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Murphys	CA	95247	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Chatsworth	CA	91311	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Yorba Linda	CA	92886	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Monterey	CA	93940	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026

Gardena	CA	90249	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Studio City	CA	91604	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Berkeley	CA	94720	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90036	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
North Highlands	CA	95660	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Cardiff By The Sea	CA	92007	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94115	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

El Cerrito	CA	94530	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Rancho Cucamonga	CA	91739	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Coarsegold	CA	93614	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Temecula	CA	92592	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90031	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Danville	CA	94526	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Jose	CA	95112	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Monterey	CA	93940	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Marysville	CA	95901	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Monica	CA	90403	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Monica	CA	90404	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sunnyvale	CA	94087	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Anaheim	CA	92807	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Los Angeles	CA	90025	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Gatos	CA	95030	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
West Hills	CA	91307	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Fallbrook	CA	92088	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sacramento	CA	95826	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Irvine	CA	92612	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Beverly Hills	CA	90210	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Mammoth Lakes	CA	93546	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92129	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Jose	CA	95127	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Capistrano Beach	CA	92624	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Cruz	CA	95062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Ridgecrest	CA	93555	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Alhambra	CA	91803	Adopt car standards strong enough to meet California's clean air and climate targets a	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94605	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90025	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Francisco	CA	94127	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Placerville	CA	95667	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Jose	CA	95118	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Palo Alto	CA	94303	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Sacramento	CA	95824	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Barbara	CA	93111	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Ojai	CA	93023	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Milpitas	CA	95035	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Orange	CA	92865	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Murrieta	CA	92563	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92122	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

San Diego	CA	92105	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Agoura Hills	CA	91301	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Petaluma	CA	94952	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Lake Elsinore	CA	92530	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Barbara	CA	93101	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Upland	CA	91786	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90042	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

San Mateo	CA	94401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Kelseyville	CA	95451	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Granada Hills	CA	91344	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Stockton	CA	95219	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Rancho Palos Verdes	CA	90275	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sacramento	CA	95864	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Fresno	CA	93722	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026

Vacaville	CA	95687	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Menifee	CA	92586	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Davis	CA	95616	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Mateo	CA	94401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Upland	CA	91786	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Clemente	CA	92672	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94110	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Santa Barbara	CA	93109	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Northridge	CA	91325	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Pasadena	CA	91106	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Chula Vista	CA	91911	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Redondo Beach	CA	90277	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Escondido	CA	92025	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Mountain View	CA	94043	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026

Watsonville	CA	95076	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Jose	CA	95123	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Monica	CA	90405	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
North Hollywood	CA	91601	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Cruz	CA	95060	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Camarillo	CA	93012	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Davis	CA	95618	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Ben Lomond	CA	95005	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Arroyo Grande	CA	93420	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90038	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Vista	CA	92081	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Dimas	CA	91773	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Santa Paula	CA	93060	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Jose	CA	95132	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pacifica	CA	94044	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Los Angeles	CA	90025	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakdale	CA	95361	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Corona	CA	92881	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90020	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Rosa	CA	95401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Laguna Niguel	CA	92677	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Redlands	CA	92373	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Half Moon Bay	CA	94019	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sacramento	CA	95816	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Yountville	CA	94599	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Campbell	CA	95008	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90004	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026

Los Angeles	CA	90042	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Francisco	CA	94114	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Morongo Valley	CA	92256	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Nevada City	CA	95959	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Barbara	CA	93111	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pasadena	CA	91107	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Diego	CA	92116	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026

Columbia	CA	95310	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Leandro	CA	94578	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Rosa	CA	95404	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94601	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakland	CA	94619	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Petaluma	CA	94954	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Menifee	CA	92586	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Mill Valley	CA	94941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Upland	CA	91786	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakland	CA	94605	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Anaheim	CA	92805	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Rancho Mirage	CA	92270	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94108	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Daly City	CA	94015	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Alamo	CA	94507	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Pablo	CA	94806	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Castroville	CA	95012	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Napa	CA	94559	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94133	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Toluca Lake	CA	91610	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Whittier	CA	90604	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026

Davis	CA	95616	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90028	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Alameda	CA	94501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Calabasas	CA	91302	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Culver City	CA	90230	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Berkeley	CA	94702	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Goleta	CA	93117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Irvine	CA	92617	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
El Granada	CA	94018	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Calistoga	CA	94515	California's clean car standards	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Oakland	CA	94611	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Rosa	CA	95405	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Oceanside	CA	92058	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Rancho Cucamonga	CA	91739	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Francisco	CA	94115	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Mission Viejo	CA	92691	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Fremont	CA	94536	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Benicia	CA	94510	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Novato	CA	94947	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Lancaster	CA	93536	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Thousand Palms	CA	92276	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Lomita	CA	90717	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Cruz	CA	95060	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Cupertino	CA	95014	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Lorenzo	CA	94580	Please Ad0pt (-@r $tandards $tr0ng enough to m33t California's cl3an @1r & cl1mate ??s	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santee	CA	92071	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Berkeley	CA	94702	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Berkeley	CA	94708	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Chino	CA	91710	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pebble Beach	CA	93953	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sebastopol	CA	95472	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Berkeley	CA	94707	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sonoma	CA	95476	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Grass Valley	CA	95945	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Saint Helena	CA	94574	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Citrus Heights	CA	95610	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Ventura	CA	93004	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Carpinteria	CA	93013	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Olivehurst	CA	95961	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Eureka	CA	95501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Monica	CA	90405	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Clara	CA	95051	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026

Burlingame	CA	94010	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakley	CA	94561	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Ventura	CA	93001	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Orange	CA	92869	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Thousand Oaks	CA	91362	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Walnut Creek	CA	94598	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Walnut Creek	CA	94596	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

La Crescenta	CA	91214	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Petaluma	CA	94952	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Goleta	CA	93117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
El Segundo	CA	90245	Adopt Car Standards Strong Enough To Meet California's Clean Air and Climate Targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Redwood City	CA	94062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Richmond	CA	94804	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Rafael	CA	94903	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Los Angeles	CA	90027	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Beverly Hills	CA	90212	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Riverbank	CA	95367	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Los Altos	CA	94022	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Anselmo	CA	94960	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Fair Oaks	CA	95628	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94610	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Claremont	CA	91711	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Jose	CA	95118	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Atascadero	CA	93422	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sunnyvale	CA	94087	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Jamestown	CA	95327	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Shingle Springs	CA	95682	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sunnyvale	CA	94087	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Los Angeles	CA	90007	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Healdsburg	CA	95448	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Sacramento	CA	95841	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Palm Desert	CA	92260	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Solana Beach	CA	92075	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Fullerton	CA	92833	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Cathedral City	CA	92234	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Los Angeles	CA	90066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Rio Linda	CA	95673	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94111	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Salinas	CA	93907	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Soquel	CA	95073	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Fresno	CA	93726	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Novato	CA	94947	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Arcata	CA	95521	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92105	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Oceanside	CA	92056	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Cloverdale	CA	95425	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Irvine	CA	92612	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Burlingame	CA	94010	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Pedro	CA	90732	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Redwood City	CA	94062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Nice	CA	95464	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Fair Oaks	CA	95628	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Dana Point	CA	92629	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Berkeley	CA	94707	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Laytonville	CA	95454	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92103	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Los Angeles	CA	90034	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Davis	CA	95616	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Mountain View	CA	94041	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Concord	CA	94521	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Morro Bay	CA	93442	Adopt auto standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
North Hollywood	CA	91601	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Dinuba	CA	93618	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Laguna Niguel	CA	92677	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Mill Valley	CA	94941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pasadena	CA	91105	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94611	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Barbara	CA	93105	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90027	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
El Sobrante	CA	94803	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026

Forestville	CA	95436	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Laguna Woods	CA	92637	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Gualala	CA	95445	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90027	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Berkeley	CA	94702	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Redlands	CA	92373	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Berkeley	CA	94710	PLEASE ACT NOW: Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Rafael	CA	94903	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Goleta	CA	93117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
El Cerrito	CA	94530	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90048	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Rocklin	CA	95765	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Fallbrook	CA	92028	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Newbury Park	CA	91320	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Fullerton	CA	92831	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Monrovia	CA	91016	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90034	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Altos	CA	94022	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Castro Valley	CA	94552	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Francisco	CA	94117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Monica	CA	90402	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Palm Springs	CA	92262	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Fallbrook	CA	92028	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Sacramento	CA	95835	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Fair Oaks	CA	95628	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Redondo Beach	CA	90278	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94110	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sausalito	CA	94965	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Francisco	CA	94103	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Marcos	CA	92078	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
South Pasadena	CA	91030	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Redwood City	CA	94062	California requires clean air or we will loose Federal highway funding - Adopt clean car rules	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Escondido	CA	92026	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Costa Mesa	CA	92626	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Mountain View	CA	94040	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Los Angeles	CA	90016	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Monica	CA	90404	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Mckinleyville	CA	95519	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Manhattan Beach	CA	90266	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sonoma	CA	95476	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Monterey	CA	93940	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sacramento	CA	95825	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Sun Valley	CA	91352	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Studio City	CA	91604	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Castro Valley	CA	94546	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Campbell	CA	95008	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Napa	CA	94559	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Jamul	CA	91935	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
El Dorado Hills	CA	95762	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

West Hollywood	CA	90069	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
La Jolla	CA	92037	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Stockton	CA	95204	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Arcata	CA	95521	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Monica	CA	90409	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Rosa	CA	95404	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Whittier	CA	90604	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Pismo Beach	CA	93449	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Spring Valley	CA	91977	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Valencia	CA	91355	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Fresno	CA	93728	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sherman Oaks	CA	91403	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Riverside	CA	92504	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90046	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

San Diego	CA	92117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Irvine	CA	92604	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Culver City	CA	90230	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pasadena	CA	91105	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Riverside	CA	92505	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Rafael	CA	94901	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Duarte	CA	91010	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Chatsworth	CA	91311	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Bakersfield	CA	93314	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sacramento	CA	95816	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Portola Valley	CA	94028	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Berkeley	CA	94705	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Rosa	CA	95404	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Culver City	CA	90232	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Napa	CA	94558	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Rafael	CA	94903	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sebastopol	CA	95472	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Grass Valley	CA	95945	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Moss Beach	CA	94038	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Ventura	CA	93001	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Stockton	CA	95212	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Santa Cruz	CA	95060	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Concord	CA	94518	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Occidental	CA	95465	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Felton	CA	95018	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Eureka	CA	95501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90041	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90028	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Marcos	CA	92069	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Manhattan Beach	CA	90266	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Long Beach	CA	90802	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Sacramento	CA	95818	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
El Cerrito	CA	94530	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Guerneville	CA	95446	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Auburn	CA	95602	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Laguna Beach	CA	92651	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Escondido	CA	92026	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Napa	CA	94558	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
North Hollywood	CA	91606	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Redwood City	CA	94061	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Gatos	CA	95030	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92116	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Claremont	CA	91711	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pacifica	CA	94044	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Anaheim	CA	92806	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Lancaster	CA	93534	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Watsonville	CA	95076	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94118	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Mount Shasta	CA	96067	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Guerneville	CA	95446	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92120	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Diego	CA	92105	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Calabasas	CA	91302	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Francisco	CA	94122	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oxnard	CA	93035	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakland	CA	94611	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Campbell	CA	95008	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Galt	CA	95632	Car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Chatsworth	CA	91311	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Sunnyvale	CA	94089	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92176	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sacramento	CA	95835	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Los Angeles	CA	90020	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Carson	CA	90746	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sacramento	CA	95831	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Scotts Valley	CA	95066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92120	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santee	CA	92071	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Long Beach	CA	90808	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Goleta	CA	93117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Alhambra	CA	91801	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
La Mesa	CA	91942	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Cruz	CA	95062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Downey	CA	90240	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Arroyo Grande	CA	93420	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Trinidad	CA	95570	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Fremont	CA	94538	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Santa Cruz	CA	95062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Mountain View	CA	94041	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92106	Adopt clean air car standards	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94132	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Inverness	CA	94937	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92115	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Indio	CA	92203	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Berkeley	CA	94705	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
South Lake Tahoe	CA	96150	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Berkeley	CA	94704	Adopt car standards that meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Alameda	CA	94501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Rosa	CA	95403	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sylmar	CA	91342	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Jose	CA	95111	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Anaheim	CA	92804	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Cruz	CA	95060	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Vallejo	CA	94591	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Roseville	CA	95747	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
South San Francisco	CA	94080	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Chico	CA	95973	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Whittier	CA	90605	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026

Garden Grove	CA	92845	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Long Beach	CA	90808	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Camarillo	CA	93012	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pomona	CA	91767	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94117	PLEASE: Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Forestville	CA	95436	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Palo Alto	CA	94306	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Poway	CA	92064	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Monica	CA	90403	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Concord	CA	94520	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sacramento	CA	95833	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Ana	CA	92705	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Diamond Bar	CA	91765	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Eureka	CA	95503	Standards for cars just be strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Irvine	CA	92604	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Salinas	CA	93901	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90006	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Palmdale	CA	93551	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Cypress	CA	90630	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Malibu	CA	90265	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Beverly Hills	CA	90212	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Santa Cruz	CA	95062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Alameda	CA	94502	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakdale	CA	95361	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Oxnard	CA	93030	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Altos	CA	94024	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Desert Hot Springs	CA	92240	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Carson	CA	90745	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Orleans	CA	95556	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oak Park	CA	91377	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Luis Obispo	CA	93401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Murrieta	CA	92562	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Livermore	CA	94551	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
El Sobrante	CA	94803	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Walnut Creek	CA	94595	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Novato	CA	94949	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Rosa	CA	95407	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94132	Meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Rosa	CA	95407	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Monica	CA	90401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Annapolis	CA	95412	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Palo Cedro	CA	96073	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Garden Grove	CA	92840	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Modesto	CA	95350	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Moraga	CA	94556	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Saratoga	CA	95070	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
El Cajon	CA	92021	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Clearlake Oaks	CA	95423	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026

Corning	CA	96021	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Emeryville	CA	94608	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Los Angeles	CA	90049	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Berkeley	CA	94705	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Palo Alto	CA	94301	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Glendale	CA	91206	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Carlsbad	CA	92011	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Biola	CA	93606	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Campbell	CA	95008	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Capistrano Beach	CA	92624	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94112	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Rafael	CA	94901	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Garberville	CA	95542	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Davis	CA	95616	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Diego	CA	92117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Berkeley	CA	94703	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Summerland	CA	93067	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Berkeley	CA	94710	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Palm Desert	CA	92211	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Manhattan Beach	CA	90266	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Jackson	CA	95642	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Penn Valley	CA	95946	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Costa Mesa	CA	92627	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Concord	CA	94521	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Daly City	CA	94014	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Jose	CA	95117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Novato	CA	94945	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Jose	CA	95112	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Francisco	CA	94131	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Running Springs	CA	92382	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oceanside	CA	92058	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sacramento	CA	95833	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Redding	CA	96003	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Monrovia	CA	91016	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Quentin	CA	94964	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Los Angeles	CA	90042	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Huntington Beach	CA	92648	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Tahoe Vista	CA	96148	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Roseville	CA	95747	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Berkeley	CA	94707	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Lorenzo	CA	94580	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
		92125	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026

Torrance	CA	90505	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Los Angeles	CA	90066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Jose	CA	95129	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Menlo Park	CA	94025	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Alhambra	CA	91803	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Fresno	CA	93721	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Watsonville	CA	95076	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Concord	CA	94521	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Hayward	CA	94545	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakland	CA	94610	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Victorville	CA	92395	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Middletown	CA	95461	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oceanside	CA	92057	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Hayward	CA	94545	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Yuba City	CA	95993	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Jose	CA	95112	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Granite Bay	CA	95746	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakland	CA	94618	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Canoga Park	CA	91304	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Cupertino	CA	95014	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Mill Valley	CA	94941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Camarillo	CA	93012	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Watsonville	CA	95076	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
El Sobrante	CA	94803	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Aromas	CA	95004	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Glendale	CA	91205	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Grass Valley	CA	95945	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oceanside	CA	92054	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Morro Bay	CA	93442	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Windsor	CA	95492	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Westlake Village	CA	91361	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Carmel By The Sea	CA	93921	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Grass Valley	CA	95945	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
San Diego	CA	92111	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pacific Grove	CA	93950	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Alameda	CA	94501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sunnyvale	CA	94087	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sunnyvale	CA	94086	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Monica	CA	90401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Arroyo Grande	CA	93420	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Oxnard	CA	93035	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Redwood City	CA	94061	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Costa Mesa	CA	92627	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Fremont	CA	94539	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Louisburg	KS	66053	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Tustin	CA	92780	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Arroyo Grande	CA	93420	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Rafael	CA	94903	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Alamitos	CA	90720	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Rohnert Park	CA	94928	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Moorpark	CA	93021	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90009	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Van Nuys	CA	91401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Barbara	CA	93101	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Diego	CA	92109	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Vista	CA	92084	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Spring Valley	CA	91977	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Ojai	CA	93023	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Burlingame	CA	94010	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Ben Lomond	CA	95005	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Francisco	CA	94131	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Pedro	CA	90732	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Salinas	CA	93901	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

San Diego	CA	92115	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Jose	CA	95122	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Nevada City	CA	95959	Provide car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Diego	CA	92131	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Jose	CA	95123	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Westminster	CA	92683	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Alhambra	CA	91801	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Joshua Tree	CA	92252	Please adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Rescue	CA	95672	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Nipomo	CA	93444	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pacifica	CA	94044	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Reseda	CA	91335	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Westlake Village	CA	91361	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Carlos	CA	94070	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Studio City	CA	91604	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Tehachapi	CA	93561	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
La Mesa	CA	91941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Mount Shasta	CA	96067	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Los Angeles	CA	90012	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Crescent City	CA	95531	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Northridge	CA	91325	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Lancaster	CA	93534	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
San Francisco	CA	94133	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Berkeley	CA	94708	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Luis Obispo	CA	93401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Long Beach	CA	90806	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Grass Valley	CA	95945	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Rancho Palos Verdes	CA	90275	Adopt car standards strong enough to meet California's clean air and climate targets!	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

San Diego	CA	92116	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92115	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Los Angeles	CA	90035	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Clemente	CA	92672	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Cruz	CA	95062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Walnut Creek	CA	94595	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
San Diego	CA	92101	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Laguna Beach	CA	92651	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Leandro	CA	94579	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Napa	CA	94559	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Orange	CA	92867	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Cambria	CA	93428	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Carlsbad	CA	92009	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Auburn	CA	95602	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Diego	CA	92108	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Auburn	CA	95602	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Richmond	CA	94805	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Red Bluff	CA	96080	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pleasant Hill	CA	94523	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
La Verne	CA	91750	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pacific Grove	CA	93950	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Marysville	CA	95901	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92115	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92104	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94115	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Vista	CA	92084	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Torrance	CA	90505	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Redlands	CA	92373	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

La Jolla	CA	92037	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pasadena	CA	91104	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Ross	CA	94957	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Livermore	CA	94551	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Lincoln	CA	95648	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Laguna Beach	CA	92651	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Dimas	CA	91773	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Los Angeles	CA	90026	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakland	CA	94611	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Benicia	CA	94510	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Berkeley	CA	94707	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Rosa	CA	95401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Richmond	CA	94804	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sebastopol	CA	95472	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

San Francisco	CA	94114	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Trinity Center	CA	96091	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Burbank	CA	91505	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
South Pasadena	CA	91030	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Costa Mesa	CA	92627	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oxnard	CA	93036	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
South San Francisco	CA	94080	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Gualala	CA	95445	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pleasant Hill	CA	94523	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Leandro	CA	94577	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Los Angeles	CA	90038	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pacific Palisades	CA	90272	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Concord	CA	94520	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Jose	CA	95125	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Moreno Valley	CA	92557	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sacramento	CA	95821	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94133	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Laytonville	CA	95454	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Palo Alto	CA	94301	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Valencia	CA	91355	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Rosa	CA	95401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Los Angeles	CA	90056	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Beaumont	CA	92223	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Leandro	CA	94577	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Patterson	CA	95363	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Los Osos	CA	93402	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sacramento	CA	95818	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Lomita	CA	90717	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Sacramento	CA	95864	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Ferndale	CA	95536	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Martinez	CA	94553	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Mckinleyville	CA	95519	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94114	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Perris	CA	92571	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Rosa	CA	95403	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Yorba Linda	CA	92886	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94118	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Fair Oaks	CA	95628	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Osos	CA	93402	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90065	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Sacramento	CA	95829	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92128	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Berkeley	CA	94702	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Aptos	CA	95003	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90031	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakland	CA	94610	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Elk	CA	95432	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Hemet	CA	92545	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94109	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Santa Barbara	CA	93150	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Campbell	CA	95008	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Los Angeles	CA	90027	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Irvine	CA	92612	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
San Diego	CA	92110	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Arcata	CA	95521	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Mateo	CA	94403	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Watsonville	CA	95076	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Jose	CA	95120	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Watsonville	CA	95076	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Riverside	CA	92507	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Berkeley	CA	94710	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92103	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Palo Alto	CA	94306	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

San Clemente	CA	92673	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Los Angeles	CA	90001	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
South Pasadena	CA	91031	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Moorpark	CA	93021	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90017	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Rosa	CA	95409	California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Placerville	CA	95667	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Spring Valley	CA	91977	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Berkeley	CA	94707	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Corona Del Mar	CA	92625	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Redding	CA	96003	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Lodi	CA	95240	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90026	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90031	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

La Habra	CA	90631	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Davis	CA	95616	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92107	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Escondido	CA	92026	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Downey	CA	90241	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Tustin	CA	92780	Time to Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Topanga	CA	90290	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Fort Bragg	CA	95437	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Irvine	CA	92614	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Tujunga	CA	91042	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Eureka	CA	95503	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94121	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Newport Beach	CA	92660	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Francisco	CA	94124	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026

Nevada City	CA	95959	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Los Angeles	CA	90027	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Guerneville	CA	95446	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Yorkville	CA	95494	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Orange	CA	92866	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Cruz	CA	95062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Carlsbad	CA	92008	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Rafael	CA	94901	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Aptos	CA	95003	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
San Diego	CA	92107	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Benicia	CA	94510	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Fullerton	CA	92831	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Mill Valley	CA	94941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Berkeley	CA	94707	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026

Escondido	CA	92029	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Bolinas	CA	94924	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Redwood Valley	CA	95470	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Lincoln	CA	95648	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
North Hills	CA	91343	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90013	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Eureka	CA	95502	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Cathedral City	CA	92234	Please Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sierra Madre	CA	91024	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Chatsworth	CA	91311	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Irvine	CA	92618	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Willits	CA	95490	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Ana	CA	92706	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Orange	CA	92869	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Los Angeles	CA	90025	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Laguna Beach	CA	92651	Adopt Car Standards Strong Enough to Meet California's Clean Air and Climate Targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
La Mesa	CA	91941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Monica	CA	90405	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Camarillo	CA	93010	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
La Mesa	CA	91941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Thousand Palms	CA	92276	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Torrance	CA	90505	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Moorpark	CA	93021	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Graton	CA	95444	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Marina	CA	93933	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Nipomo	CA	93444	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Fresno	CA	93702	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Davis	CA	95616	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Richmond	CA	94801	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Lathrop	CA	95330	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Berkeley	CA	94705	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Whittier	CA	90604	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
La Jolla	CA	92037	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Mission Hills	CA	91345	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Walnut Creek	CA	94597	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Los Angeles	CA	90048	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Palo Alto	CA	94301	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94105	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Pebble Beach	CA	93953	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Citrus Heights	CA	95610	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Sausalito	CA	94965	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Placerville	CA	95667	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

San Luis Obispo	CA	93406	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Mill Valley	CA	94941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pacifica	CA	94044	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Camarillo	CA	93010	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Oceanside	CA	92057	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Concord	CA	94521	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Loma Mar	CA	94021	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

El Cerrito	CA	94530	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90034	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92106	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Burlingame	CA	94010	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pasadena	CA	91101	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Rohnert Park	CA	94928	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Pacifica	CA	94044	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Los Angeles	CA	90064	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pico Rivera	CA	90660	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Palm Springs	CA	92262	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Burlingame	CA	94010	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Hacienda Heights	CA	91745	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Hayward	CA	94542	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Monica	CA	90404	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Cambria	CA	93428	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
La Mesa	CA	91941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Huntington Beach	CA	92649	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Mill Valley	CA	94941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Luis Obispo	CA	93401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Davis	CA	95618	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Costa Mesa	CA	92627	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Penn Valley	CA	95946	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92103	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Rosa	CA	95407	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94122	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sebastopol	CA	95472	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Albion	CA	95410	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
El Cajon	CA	92019	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Berkeley	CA	94703	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Ventura	CA	93004	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Lemon Grove	CA	91945	Please Adopt CAR standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Berkeley	CA	94709	We NEED car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Long Beach	CA	90804	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Santa Rosa	CA	95405	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Goleta	CA	93117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Mission Viejo	CA	92692	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Windsor	CA	95492	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Torrance	CA	90501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Palo Alto	CA	94306	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Fresno	CA	93727	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Laguna Beach	CA	92651	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90046	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Corona	CA	92879	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Mill Valley	CA	94941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Jose	CA	95132	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Altos	CA	94022	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Monica	CA	90402	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Oakland	CA	94610	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Jose	CA	95112	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Torrance	CA	90504	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Clemente	CA	92672	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Glendale	CA	91204	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Fontana	CA	92336	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Penngrove	CA	94951	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Bruno	CA	94066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Pomona	CA	91767	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026

Fullerton	CA	92832	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94131	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Riverside	CA	92506	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Bonsall	CA	92003	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94611	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Mateo	CA	94401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Santa Barbara	CA	93110	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Aliso Viejo	CA	92656	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Oceanside	CA	92054	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Francisco	CA	94134	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94118	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pleasant Hill	CA	94523	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
West Sacramento	CA	95605	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Agoura Hills	CA	91301	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Corte Madera	CA	94925	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Mateo	CA	94403	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Grass Valley	CA	95945	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Marina Del Rey	CA	90292	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Hayward	CA	94544	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Rocklin	CA	95677	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Reseda	CA	91335	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Saratoga	CA	95070	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90046	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Chico	CA	95926	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90027	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Malibu	CA	90265	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
West Hills	CA	91307	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90068	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Los Angeles	CA	90046	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90011	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Lafayette	CA	94549	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Rosa	CA	95403	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Summerland	CA	93067	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Pebble Beach	CA	93953	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Palo Alto	CA	94301	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Oakland	CA	94611	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Caliente	CA	93518	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Kneeland	CA	95549	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Joshua Tree	CA	92252	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94112	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pacifica	CA	94044	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Fresno	CA	93705	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026

Montague	CA	96064	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92114	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Morgan Hill	CA	95037	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Capitola	CA	95010	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
El Centro	CA	92243	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Galt	CA	95632	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Monica	CA	90404	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Santa Rosa	CA	95409	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Encino	CA	91436	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Rancho Cucamonga	CA	91701	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
La Mesa	CA	91942	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Hydesville	CA	95547	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Napa	CA	94559	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92115	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Cambria	CA	93428	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Redmond	WA	98052	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pacoima	CA	91331	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Costa Mesa	CA	92626	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santee	CA	92071	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Olney	MD	20832	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Panorama City	CA	91402	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Sebastopol	CA	95472	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Huntington Beach	CA	92647	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Menlo Park	CA	94025	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Eureka	CA	95503	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Monica	CA	90403	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Lemon Grove	CA	91945	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pacoima	CA	91331	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Walnut Creek	CA	94595	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Orick	CA	95555	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90031	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Anderson	CA	96007	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Los Angeles	CA	90034	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Coloma	CA	95613	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Barstow	CA	92311	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Los Angeles	CA	90046	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Roseville	CA	95678	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Yreka	CA	96097	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90027	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Felton	CA	95018	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Manhattan Beach	CA	90266	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Laguna Beach	CA	92651	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Sunnyvale	CA	94085	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Arcata	CA	95521	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Malibu	CA	90265	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Union City	CA	94587	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90064	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94610	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Yucca Valley	CA	92284	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Atascadero	CA	93422	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Redlands	CA	92373	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Livermore	CA	94551	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Torrance	CA	90505	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Palm Desert	CA	92211	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Hesperia	CA	92345	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90028	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Santa Rosa	CA	95401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Pasadena	CA	91107	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pleasant Hill	CA	94523	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Hesperia	CA	92345	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Orange	CA	92868	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Walnut Creek	CA	94596	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Redondo Beach	CA	90278	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Talmage	CA	95481	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Atascadero	CA	93422	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Fremont	CA	94538	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94131	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Carson	CA	90746	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Venice	CA	90291	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Fresno	CA	93720	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Alhambra	CA	91801	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Jacinto	CA	92582	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Castro Valley	CA	94546	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94110	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Fresno	CA	93726	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Lyons	CO	80540	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Whittier	CA	90605	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Walnut Creek	CA	94596	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Reseda	CA	91335	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Calexico	CA	92231	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sacramento	CA	95812	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Claremont	CA	91711	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Osos	CA	93402	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94121	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Mateo	CA	94403	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Roseville	CA	95747	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94133	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92126	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Turlock	CA	95382	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Los Angeles	CA	90048	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Covina	CA	91723	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

San Jose	CA	95117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Nipomo	CA	93444	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Jose	CA	95127	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Newport Beach	CA	92661	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Fresno	CA	93710	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Berkeley	CA	94704	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90068	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Berkeley	CA	94707	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Scotts Valley	CA	95066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90036	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sacramento	CA	95841	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Diamond Bar	CA	91765	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Gatos	CA	95033	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
San Francisco	CA	94103	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Los Angeles	CA	90016	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Los Gatos	CA	95030	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Monterey Park	CA	91754	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakland	CA	94610	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Lemon Grove	CA	91945	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Lomita	CA	90717	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Placerville	CA	95667	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Berkeley	CA	94707	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
San Leandro	CA	94577	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Redwood City	CA	94062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Goleta	CA	93117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Jamestown	CA	95327	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Napa	CA	94558	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Redwood City	CA	94062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Long Beach	CA	90808	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Walnut Creek	CA	94595	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94602	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Oakland	CA	94611	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92104	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
La Mesa	CA	91942	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Burbank	CA	91501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Los Angeles	CA	90027	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Simi Valley	CA	93065	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pasadena	CA	91107	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Castaic	CA	91384	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Maria	CA	93455	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Mill Valley	CA	94941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Los Angeles	CA	90039	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Topanga	CA	90290	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94610	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94122	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Rowland Heights	CA	91748	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Signal Hill	CA	90755	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Arbuckle	CA	95912	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Point Reyes Station	CA	94956	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Richmond	CA	94805	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Mountain View	CA	94043	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Long Beach	CA	90808	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Alameda	CA	94501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Los Angeles	CA	90064	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Francisco	CA	94122	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Santa Maria	CA	93454	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Gatos	CA	95032	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Granada Hills	CA	91344	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Davis	CA	95618	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Hemet	CA	92544	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Willits	CA	95490	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Bakersfield	CA	93306	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Francisco	CA	94110	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Marcos	CA	92069	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Los Angeles	CA	90045	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Mateo	CA	94404	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Dana Point	CA	92629	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Rosa	CA	95404	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90068	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

West Hills	CA	91307	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90046	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Sebastopol	CA	95472	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Woodland	CA	95695	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Baldwin Park	CA	91706	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90027	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Jose	CA	95112	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026

Santa Rosa	CA	95409	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Port Hueneme	CA	93041	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Glendale	CA	91206	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Los Angeles	CA	90042	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Gatos	CA	95032	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oak Park	CA	91377	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94121	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Santa Monica	CA	90405	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Escondido	CA	92027	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Berkeley	CA	94703	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94131	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Chico	CA	95928	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Novato	CA	94949	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Petaluma	CA	94952	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Santa Cruz	CA	95060	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakland	CA	94601	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santee	CA	92071	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Richmond	CA	94804	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Luis Obispo	CA	93401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Van Nuys	CA	91401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Oakland	CA	94610	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Francisco	CA	94116	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Alameda	CA	94501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Clara	CA	95054	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Daly City	CA	94015	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Laguna Niguel	CA	92677	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Rancho Palos Verdes	CA	90275	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Jose	CA	95124	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026

West Hollywood	CA	90069	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Daly City	CA	94014	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Rosa	CA	95403	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Oceanside	CA	92057	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Eureka	CA	95503	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Barbara	CA	93110	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Bakersfield	CA	93306	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Santa Rosa	CA	95404	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pacifica	CA	94044	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Monica	CA	90402	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Jose	CA	95124	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Malibu	CA	90265	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90042	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Van Nuys	CA	91405	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Oakland	CA	94603	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Windsor	CA	95492	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Berkeley	CA	94703	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Alameda	CA	94501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
La Crescenta	CA	91214	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90064	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Juan Bautista	CA	95045	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

South San Francisco	CA	94080	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Yucca Valley	CA	92284	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Long Beach	CA	90803	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Oakland	CA	94602	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90046	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Huntington Beach	CA	92647	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Mateo	CA	94402	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Sebastopol	CA	95472	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Murrieta	CA	92563	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
San Jose	CA	95112	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Clemente	CA	92673	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Banos	CA	93635	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Redwood City	CA	94062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Grass Valley	CA	95949	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

San Francisco	CA	94109	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Elk Grove	CA	95624	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Saratoga	CA	95070	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Francisco	CA	94132	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Huntington Beach	CA	92647	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Pacific Grove	CA	93950	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Diego	CA	92109	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026

West Covina	CA	91791	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Newbury Park	CA	91320	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Moreno Valley	CA	92555	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sacramento	CA	95819	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Rosa	CA	95405	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Felton	CA	95018	Lead the nation - Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90034	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Buellton	CA	93427	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Cool	CA	95614	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Ojai	CA	93023	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Daly City	CA	94015	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Rosa	CA	95405	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sherman Oaks	CA	91423	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90026	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Bakersfield	CA	93308	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Encino	CA	91316	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Castro Valley	CA	94546	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Barbara	CA	93109	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Big Sur	CA	93920	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Ojai	CA	93023	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Thousand Palms	CA	92276	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Oakland	CA	94605	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Arcata	CA	95521	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92154	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Jose	CA	95125	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Walnut	CA	91789	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90045	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Concord	CA	94518	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Fremont	CA	94539	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Goleta	CA	93117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Davis	CA	95618	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Jose	CA	95127	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Chico	CA	95973	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92107	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pismo Beach	CA	93449	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026

Berkeley	CA	94705	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Huntington Beach	CA	92649	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Boulder Creek	CA	95006	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Jose	CA	95126	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90049	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Cruz	CA	95062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Alameda	CA	94501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Redding	CA	96002	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sacramento	CA	95818	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90022	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Moorpark	CA	93021	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Camarillo	CA	93010	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pacific Grove	CA	93950	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Francisco	CA	94107	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

La Habra	CA	90631	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Mill Valley	CA	94941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
San Diego	CA	92101	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Clemente	CA	92672	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Sacramento	CA	95826	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pasadena	CA	91103	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
La Mesa	CA	91942	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Ventura	CA	93001	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Eureka	CA	95501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Fremont	CA	94539	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Nevada City	CA	95959	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
South Lake Tahoe	CA	96150	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sonoma	CA	95476	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Daly City	CA	94015	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Redondo Beach	CA	90278	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Hayward	CA	94544	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Tujunga	CA	91042	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94121	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Eureka	CA	95501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Lincoln	CA	95648	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94107	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Santa Cruz	CA	95060	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Rancho Cordova	CA	95670	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Alameda	CA	94501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Fontana	CA	92336	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Palm Desert	CA	92260	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Grass Valley	CA	95945	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Garden Grove	CA	92844	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Alameda	CA	94501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94115	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sutter Creek	CA	95685	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Diego	CA	92102	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Ripon	CA	95366	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92128	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Francisco	CA	94103	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026

Los Angeles	CA	90041	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92128	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Jose	CA	95139	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92120	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sacramento	CA	95816	Please keep California beautiful -- create the car standards we need to meet our climate goals!	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Redwood City	CA	94062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Encino	CA	91316	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Escondido	CA	92029	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Chico	CA	95928	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Fremont	CA	94538	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Ramon	CA	94583	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Willits	CA	95490	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
San Antonio	TX	78245	Adopt strong clean car standards	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90018	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

San Clemente	CA	92672	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Beverly Hills	CA	90213	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Gualala	CA	95445	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Livermore	CA	94550	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Ventura	CA	93003	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Redding	CA	96001	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90016	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026

Kneeland	CA	95549	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Petaluma	CA	94952	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakland	CA	94605	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Berkeley	CA	94702	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pittsburg	CA	94565	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Mckinleyville	CA	95519	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Mckinleyville	CA	95519	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Pedro	CA	90731	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Grass Valley	CA	95949	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94602	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90064	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94121	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Corte Madera	CA	94925	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sacramento	CA	95823	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Santa Barbara	CA	93101	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90024	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Fort Bragg	CA	95437	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92130	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Chico	CA	95926	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92109	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Sacramento	CA	95825	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Vista	CA	92081	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Arcata	CA	95521	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Healdsburg	CA	95448	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Fair Oaks	CA	95628	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakland	CA	94609	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94602	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Sunnyvale	CA	94086	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Mammoth Lakes	CA	93546	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94606	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Long Beach	CA	90806	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Rancho Mirage	CA	92270	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Temecula	CA	92592	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Walnut Creek	CA	94597	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Arcata	CA	95521	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Long Beach	CA	90802	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Eureka	CA	95503	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Los Gatos	CA	95033	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sylmar	CA	91342	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Rialto	CA	92377	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Garden Grove	CA	92845	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Huntington Beach	CA	92649	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sacramento	CA	95838	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Folsom	CA	95630	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90032	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Thousand Oaks	CA	91362	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Bruno	CA	94066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Palo Alto	CA	94303	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Castro Valley	CA	94546	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Healdsburg	CA	95448	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92115	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sacramento	CA	95864	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Castaic	CA	91384	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Stockton	CA	95219	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Jose	CA	95132	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

San Francisco	CA	94121	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Anselmo	CA	94960	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sylmar	CA	91342	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Vallejo	CA	94590	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Berkeley	CA	94703	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakland	CA	94601	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Cruz	CA	95065	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Watsonville	CA	95076	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Eureka	CA	95503	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Torrance	CA	90501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Westlake Village	CA	91361	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Barbara	CA	93105	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Newbury Park	CA	91320	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Ontario	CA	91762	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
La Mesa	CA	91942	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90034	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sierra Madre	CA	91024	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Pacific Palisades	CA	90272	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Redding	CA	96001	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
San Jose	CA	95112	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Santa Barbara	CA	93105	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakland	CA	94619	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Diamond Bar	CA	91765	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Redondo Beach	CA	90277	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Oakland	CA	94611	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Lafayette	CA	94549	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Berkeley	CA	94703	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Atascadero	CA	93422	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Van Nuys	CA	91401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Cool	CA	95614	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Burbank	CA	91506	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Berkeley	CA	94704	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Chula Vista	CA	91913	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Tehachapi	CA	93581	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Stillwater	MN	55082	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Los Angeles	CA	90042	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Bodega Bay	CA	94923	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Northridge	CA	91324	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Fairfield	CA	94534	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Montara	CA	94037	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Modesto	CA	95355	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026

Oakland	CA	94611	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Sebastopol	CA	95472	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Van Nuys	CA	91401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90025	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Spring Valley	CA	91979	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Barbara	CA	93110	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
La Canada Flintridge	CA	91011	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Berkeley	CA	94707	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Coronado	CA	92118	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
El Segundo	CA	90245	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Marina Del Rey	CA	90292	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Danville	CA	94506	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Palo Alto	CA	94301	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Morgan Hill	CA	95037	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Alameda	CA	94502	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Mateo	CA	94404	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Campbell	CA	95008	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Rafael	CA	94903	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Studio City	CA	91604	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
West Hills	CA	91307	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Berkeley	CA	94702	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

San Diego	CA	92104	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Petaluma	CA	94952	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Hollister	CA	95023	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Ana	CA	92707	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Eureka	CA	95501	We must lead the way with stronger, not weaker clean car standards.	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90025	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Mill Valley	CA	94941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Diego	CA	92160	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sherman Oaks	CA	91423	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Simi Valley	CA	93065	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Alameda	CA	94501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Luis Obispo	CA	93401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Bellflower	CA	90706	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90031	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Fullerton	CA	92831	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Hemet	CA	92545	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Ukiah	CA	95482	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Turlock	CA	95380	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Nevada City	CA	95959	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Laguna Niguel	CA	92677	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Fort Bragg	CA	95437	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Laguna Woods	CA	92637	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Mountain Center	CA	92561	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Aptos	CA	95003	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Brentwood	CA	94513	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Los Angeles	CA	90066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Richmond	CA	94805	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Glendale	CA	91201	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Albany	CA	94706	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
El Sobrante	CA	94803	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Cobb	CA	95426	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Nevada City	CA	95959	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94110	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Laguna Niguel	CA	92677	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Temple City	CA	91780	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Crescent City	CA	95531	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Glendale	CA	91202	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Scotts Valley	CA	95066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pasadena	CA	91106	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Claremont	CA	91711	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Oakland	CA	94619	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Redwood City	CA	94062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Walnut Creek	CA	94596	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Watsonville	CA	95076	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Van Nuys	CA	91406	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90019	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Valley Center	CA	92082	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sacramento	CA	95838	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

San Mateo	CA	94403	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94602	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Monterey	CA	93940	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Laguna Hills	CA	92653	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Albany	CA	94706	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Calistoga	CA	94515	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Van Nuys	CA	91405	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Los Altos	CA	94024	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92111	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Mateo	CA	94402	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oxnard	CA	93035	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94133	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Cleveland	OH	44120	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Huntington Beach	CA	92647	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
La Mesa	CA	91941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pleasanton	CA	94588	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Malibu	CA	90265	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
West Covina	CA	91790	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Fairfax	CA	94930	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pacifica	CA	94044	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Oakland	CA	94611	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Los Angeles	CA	90066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Vallejo	CA	94591	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sonoma	CA	95476	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Brawley	CA	92227	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Albany	CA	94706	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Walnut Creek	CA	94598	California needs stronger clean car standards to meet clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026

Annapolis	CA	95412	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Beverly Hills	CA	90210	Urgent Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Fremont	CA	94539	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Felton	CA	95018	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Berkeley	CA	94709	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94602	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Fernando	CA	91340	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Huntington Beach	CA	92648	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Francisco	CA	94117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Irvine	CA	92602	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Woodland Hills	CA	91367	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Jose	CA	95136	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Mountain View	CA	94043	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Running Springs	CA	92382	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Santa Cruz	CA	95065	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Rancho Palos Verdes	CA	90275	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92120	Reject Trump's anti-health and anti-environment revised vehicle emissions standards	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Little River	CA	95456	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Leandro	CA	94578	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakland	CA	94612	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Berkeley	CA	94702	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

La Crescenta	CA	91214	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Ukiah	CA	95482	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Valley Center	CA	92082	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Concord	CA	94521	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Napa	CA	94558	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Mill Valley	CA	94941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Burbank	CA	91506	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026

Aptos	CA	95003	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Canoga Park	CA	91304	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
La Quinta	CA	92253	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Torrance	CA	90504	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Palm Springs	CA	92264	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90027	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Ynez	CA	93460	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Sebastopol	CA	95472	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Monica	CA	90404	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90068	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Rafael	CA	94903	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
San Diego	CA	92115	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Castro Valley	CA	94546	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Beverly Hills	CA	90210	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Fresno	CA	93726	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Arcata	CA	95518	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Forestville	CA	95436	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Nevada City	CA	95959	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
National City	CA	91950	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Redondo Beach	CA	90277	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Pedro	CA	90731	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Sacramento	CA	95821	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Mentone	CA	92359	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94110	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Cambria	CA	93428	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Eureka	CA	95501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Lewiston	CA	96052	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Rancho Santa Margarita	CA	92688	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pasadena	CA	91107	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Huntington Beach	CA	92648	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Monica	CA	90405	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
La Quinta	CA	92253	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Van Nuys	CA	91411	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Berkeley	CA	94708	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Chico	CA	95926	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Costa Mesa	CA	92626	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Redwood City	CA	94062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92103	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Newbury Park	CA	91320	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Mission Hills	CA	91345	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Redwood City	CA	94061	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Los Angeles	CA	90034	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Novato	CA	94945	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Bishop	CA	93514	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Victorville	CA	92394	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Manhattan Beach	CA	90266	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Manhattan Beach	CA	90266	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Harvard	MA	01451	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Redondo Beach	CA	90277	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Cruz	CA	95060	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94602	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pleasanton	CA	94566	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Sacramento	CA	95825	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Novato	CA	94947	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Davis	CA	95616	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Los Angeles	CA	90005	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Diego	CA	92127	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Lytle Creek	CA	92358	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Santa Cruz	CA	95060	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
La Mesa	CA	91941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Bodega Bay	CA	94923	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94109	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Los Angeles	CA	90056	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Burbank	CA	91502	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Aromas	CA	95004	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90019	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Laguna Woods	CA	92637	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Ana	CA	92705	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Fernando	CA	91340	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Pleasant Hill	CA	94523	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Arcadia	CA	91007	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Hercules	CA	94547	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Ventura	CA	93003	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Oakland	CA	94618	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
El Cerrito	CA	94530	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90027	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Woodland Hills	CA	91367	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Palmdale	CA	93551	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Baldwin Park	CA	91706	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Selma	CA	93662	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Los Angeles	CA	90011	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Palo Alto	CA	94306	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sonoma	CA	95476	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Arroyo Grande	CA	93420	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Arcata	CA	95521	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94109	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Clayton	CA	94517	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94116	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94618	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Greenbrae	CA	94904	We need strong clean car standards!!	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

La Verne	CA	91750	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94122	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Rancho Palos Verdes	CA	90275	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Menlo Park	CA	94025	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92104	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Monica	CA	90404	Please Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Somerset	CA	95684	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Sunnyvale	CA	94086	Please adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Fullerton	CA	92831	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Fresno	CA	93722	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
El Dorado Hills	CA	95762	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Napa	CA	94558	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Sunland	CA	91040	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Woodland Hills	CA	91367	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

San Diego	CA	92107	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Pacifica	CA	94044	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Stockton	CA	95207	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Roseville	CA	95661	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Claremont	CA	91711	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Aptos	CA	95003	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Windsor	CA	95492	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Francisco	CA	94103	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Claremont	CA	91711	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Penn Valley	CA	95946	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Huntington Beach	CA	92648	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Walnut Creek	CA	94595	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Diego	CA	92110	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Francisco	CA	94109	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Goleta	CA	93117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94131	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Antioch	CA	94509	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Irvine	CA	92612	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Berkeley	CA	94709	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Corning	CA	96021	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Wasco	CA	93280	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026

Vallejo	CA	94590	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Chino	CA	91710	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Redondo Beach	CA	90277	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Glendale	CA	91201	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
El Cerrito	CA	94530	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Jose	CA	95124	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94602	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Temecula	CA	92592	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Berkeley	CA	94702	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Sebastopol	CA	95472	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Lafayette	CA	94549	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Trabuco Canyon	CA	92679	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Gatos	CA	95032	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Redwood Valley	CA	95470	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Marcos	CA	92069	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Jose	CA	95129	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Monica	CA	90405	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Sebastopol	CA	95472	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Temecula	CA	92591	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Los Angeles	CA	90026	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Moorpark	CA	93021	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Sacramento	CA	95821	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Long Beach	CA	90806	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90042	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94118	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Berkeley	CA	94702	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Berkeley	CA	94708	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Carlos	CA	94070	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Santa Cruz	CA	95062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Jose	CA	95123	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Fontana	CA	92335	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92113	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
El Cerrito	CA	94530	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Trabuco Canyon	CA	92679	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Carlsbad	CA	92008	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Woodland Hills	CA	91364	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Three Rivers	CA	93271	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Fountain Valley	CA	92708	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Paradise	CA	95969	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Cruz	CA	95060	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Jose	CA	95135	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Pasadena	CA	91101	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Oakland	CA	94609	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Livermore	CA	94550	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90019	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
El Cajon	CA	92020	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Berkeley	CA	94707	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Santa Monica	CA	90405	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Sacramento	CA	95817	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Torrance	CA	90502	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Luis Obispo	CA	93401	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Napa	CA	94558	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Petaluma	CA	94952	Adopt strong car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Lake Elsinore	CA	92530	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Diamond Bar	CA	91765	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90034	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Bakersfield	CA	93309	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94110	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Madera	CA	93636	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Torrance	CA	90504	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Capitola	CA	95010	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Irvine	CA	92604	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Los Angeles	CA	90004	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Rohnert Park	CA	94928	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
National City	CA	91950	Adopt STRONG car standards to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Alameda	CA	94501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92131	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Ana	CA	92704	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Rancho Santa Margarita	CA	92688	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Tucson	AZ	85705	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Lakeside	CA	92040	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Northridge	CA	91325	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Diego	CA	92131	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Alhambra	CA	91803	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Oakland	CA	94610	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Los Gatos	CA	95032	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Ramon	CA	94583	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92117	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Seaside	CA	93955	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Tarzana	CA	91356	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Los Osos	CA	93402	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Auburn	CA	95602	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Diego	CA	92124	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Auburn	CA	95603	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92123	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Berkeley	CA	94702	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Napa	CA	94558	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Stanton	CA	90680	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Burbank	CA	91506	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Spring Valley	CA	91977	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92110	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Lomita	CA	90717	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90025	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pasadena	CA	91103	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Berkeley	CA	94707	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Palm Desert	CA	92211	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

San Francisco	CA	94110	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Jose	CA	95120	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90036	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Carmel	CA	93923	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sacramento	CA	95831	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Port Hueneme	CA	93044	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakland	CA	94611	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Bodega	CA	94922	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Los Angeles	CA	90018	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Ojai	CA	93023	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Rafael	CA	94903	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92105	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Oakland	CA	94609	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Aptos	CA	95003	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Windsor	CA	95492	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Grass Valley	CA	95945	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Fullerton	CA	92833	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Marcos	CA	92078	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Abingdon	MD	21009	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Davis	CA	95618	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Richmond	CA	94805	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Bolinas	CA	94924	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94114	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Salinas	CA	93901	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Clarita	CA	91350	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Sacramento	CA	95822	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Albany	CA	94706	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
La Habra	CA	90631	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Santa Rosa	CA	95403	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94122	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Cruz	CA	95060	Please adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92103	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Jose	CA	95148	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Orange	CA	92867	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Valley Springs	CA	95252	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Mendocino	CA	95460	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Diego	CA	92104	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Rafael	CA	94903	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Francisco	CA	94114	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Van Nuys	CA	91411	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Willits	CA	95490	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Valley Village	CA	91607	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Santa Rosa	CA	95405	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Escondido	CA	92026	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Mill Valley	CA	94941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
West Hills	CA	91307	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Riverside	CA	92507	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Studio City	CA	91604	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Running Springs	CA	92382	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Diego	CA	92109	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Tehachapi	CA	93561	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Placerville	CA	95667	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Rohnert Park	CA	94928	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Los Angeles	CA	90066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Rosa	CA	95409	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Diego	CA	92138	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Alameda	CA	94501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Lemon Grove	CA	91945	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Los Angeles	CA	90077	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Mill Valley	CA	94941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Mateo	CA	94404	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Rafael	CA	94901	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Pablo	CA	94806	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Fullerton	CA	92831	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92122	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Mateo	CA	94404	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Fremont	CA	94539	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94112	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Orinda	CA	94563	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Oakland	CA	94618	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Crescent City	CA	95531	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Fairfax	CA	94930	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Live Oak	CA	95953	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Daly City	CA	94015	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Miranda	CA	95553	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Redding	CA	96002	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Glendale	CA	91210	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

San Francisco	CA	94121	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Redding	CA	96001	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Canyon Country	CA	91351	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Clemente	CA	92672	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Napa	CA	94558	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/15/2026
Los Angeles	CA	90066	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Salinas	CA	93901	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Upland	CA	91784	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Walnut Creek	CA	94598	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
El Sobrante	CA	94803	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Castro Valley	CA	94546	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Fresno	CA	93722	YES! Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Redwood City	CA	94062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Woodacre	CA	94973	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Santa Monica	CA	90405	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Belvedere Tiburon	CA	94920	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Cruz	CA	95060	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
San Francisco	CA	94110	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Woodland Hills	CA	91364	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94619	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Redding	CA	96001	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Redlands	CA	92373	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Pleasanton	CA	94588	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Salinas	CA	93906	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Rosa	CA	95409	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Santa Barbara	CA	93101	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Cruz	CA	95060	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Sacramento	CA	95835	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Sierra Madre	CA	91024	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Salinas	CA	93907	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Watsonville	CA	95076	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
La Jolla	CA	92037	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Placerville	CA	95667	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Petaluma	CA	94952	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Chico	CA	95928	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Los Angeles	CA	90067	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Mckinleyville	CA	95519	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Thousand Oaks	CA	91362	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Templeton	CA	93465	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pleasant Hill	CA	94523	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oxnard	CA	93036	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Guatay	CA	91931	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Oakland	CA	94618	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Woodland Hills	CA	91364	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Pleasant Hill	CA	94523	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Diego	CA	92122	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Pacifica	CA	94044	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Albany	CA	94706	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Alameda	CA	94501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Eureka	CA	95501	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Santa Ana	CA	92705	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Morro Bay	CA	93442	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Santa Barbara	CA	93105	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Camarillo	CA	93012	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Carmel	CA	93923	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Oakland	CA	94610	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026

Westminster	CA	92683	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
Thousand Oaks	CA	91360	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Redwood City	CA	94062	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
San Francisco	CA	94109	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Chino Hills	CA	91709	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026
Orange	CA	92867	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Soquel	CA	95073	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026

Hayward	CA	94542	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/13/2026
Lancaster	CA	93534	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Oakland	CA	94609	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/14/2026
La Mesa	CA	91941	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Clemente	CA	92673	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Danville	CA	94526	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
Dublin	CA	94568	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026

Mckinleyville	CA	95519	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Mateo	CA	94404	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
San Rafael	CA	94901	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/16/2026
North Hollywood	CA	91605	Adopt car standards strong enough to meet California's clean air and climate targets	Thank you for standing up to federal attacks on our state's clean car standards. California's leadership in cutting health-harming auto pollution is more critical than ever. I strongly encourage the California Air Resources Board to move forward with clean car standards that are strong enough to ensure all regions of California can meet clean air standards and keep the state on track to meet its 2045 climate targets. To do that the board must significantly strengthen its initial proposal. Across the state, air pollution threatens people's health, and it's worst in disadvantaged communities and low-income households. Several regions in California suffer from the worst air quality in the country. If the board doesn't adopt ambitious new standards, more Californians will suffer from asthma, cardiopulmonary disease, and premature death. Californians are also facing an unprecedented, escalating financial burden caused by the climate crisis. Tens of thousands of people have lost their homes to wildfires and floods, home insurance prices are skyrocketing, and so are the financial impacts of sea-level rise. The health costs of illness, disease, and death exacerbated by climate change are staggering. These costs directly contribute to California's affordability crisis and will get far worse without ambitious action to cut climate pollution. That's why I urge the board to strengthen its proposed rule to a Model Year 2036 standard requiring fleet averages of 40 grams CO2 per mile and 7 milligrams NOx + NMOG per mile. California's transition to clean cars is already underway and will deliver billions in savings for Californians. Electric cars save drivers money, with average fuel and maintenance savings of more than $7,500 compared to combustion-engine vehicles — totaling an estimated $90 billion in net savings for Californians. Strong clean car standards are a triple win for public health, affordability, and our climate. I support adopting strong standards in California and urge the board to do the same.	7/17/2026