

# History lesson



Docent Lisa Meeham gives a demonstration to visitors on Saturday at Pioneer Village on how the Yokuts fished and cooked in their handmade baskets. The event was part of the activities at Living History Day.

ROD THORNBURG / FOR THE CALIFORNIAN

# Walk for DUI victims raises \$62K

THE BAKERSFIELD CALIFORNIAN

A walk/run at the Park at River Walk to support MADD, Mothers Against Drunk Driving, raised more than \$62,000 Saturday morning, according to organizers.

More than 800 runners took part in the event as timed participants. This was the third annual "Walk Like MADD and MADD Dash,"

which aims to raise awareness of the DUI problem in the Bakersfield community and support victims.

There were more than 4,000 DUI arrests in Bakersfield in 2015, according to organizers.

The event has raised more than \$160,000 in the past three years.

The money is used help

families with both emergency aid and through the criminal process; it also pays for victim panels where victims speak to offenders and for school presentations.

Donations are still being accepted through Oct. 24 via this website: <http://www.walklikemadd.org/index.cfm?fuseaction=donorDrive.event&eventID=643>.

# HENRY

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And the Clean Air Act gives no exemption for not meeting those standards, only penalties.

If a local district can't come up with a plan to meet air standards, the ultimate solution under the Clean Air Act is for the feds to take over.

That's where we're teetering right now, according to Sadredin.

The district cannot write a plan for new ozone and PM2.5 air standards because the technology does not exist to cut stationary sources any more than they've already been cut.

"The only thing they (the federal government) could do that we're not already doing is have no drive, no farm, no construction days," Sadredin said. "Not for one or two days. They would have to do that for months to achieve the new standards."

Regardless of how ridiculously unreasonable such actions would be, the Clean Air Act doesn't take economic or societal hardship into account.

Without help from Congress to tweak the Clean Air Act, Sadredin estimated that we could face such draconian measures in three or four years.

Which is why Sadredin has made several trips to Washington, D.C., begging for some common-sense fixes to the Clean Air Act.

Meanwhile, the district sent a petition to the EPA asking it to create national emissions standards for cars, trucks and trains.

The local air district has no authority over tailpipe emissions.

Without a reduction in emissions from those mobile sources, we simply cannot achieve the new standards, according to Sadredin.

The valley isn't alone in this.

The South Coast Air Quality Management District sent a similar petition to the feds along with a request for a national standard as well as \$15 billion to help with fleet turnover.

I was told by the EPA that it is taking these petitions seriously and researching the issue.

In the meantime, emissions standards for new cars and trucks are going down. That's long-term, but it will help, as will greenhouse gas reduction requirements.

And emission reduction technology is improving quickly from just five years ago.

Coupled with the "long horizons" built into the

## LOIS HENRY OLIN

Read archived columns by Lois Henry at [Bakersfield.com/henry](http://Bakersfield.com/henry).

Well, I'm glad to join the bandwagon.

Opinions expressed in this column are those of Lois Henry. Her column runs Wednesdays and Sundays. Comment at [bakersfield.com](http://bakersfield.com), call her at 395-7373 or email [lhenry@bakersfield.com](mailto:lhenry@bakersfield.com).

Clean Air Act for complying with new standards, the EPA was optimistic that the valley won't face such draconian measures as "no drive" days, or even months.

To which Sadredin replied that the EPA needs to look at a calendar.

Just looking at PM2.5 (tiny bits of dust and soot), the district is currently managing for three different standards.

We blew the 2015 deadline for a 1997 standard of 65 micrograms per cubic meter over a 24-hour period, so the district must now come up with a plan for how to reduce PM2.5 by 5 percent each year.

"That's 5 percent from today's PM2.5, not 1997's PM2.5," Sadredin explained. "And that's the easy one."

There's also the 2006 standard that requires our PM2.5 to be at 35 micrograms per cubic meter by 2019. But in order to be considered in compliance, it actually has to be at 35 for three consecutive years.

So that actually means we have to be at 35 for 2017, 2018 and 2019.

"And 2017 is just a few months away," said Sadredin.

The valley's PM2.5 is at a little more than 65 micrograms per cubic meter on a 24-hour time frame.

And all that doesn't begin to address the 2012 annual PM2.5 standard, nor the three ozone standards the district is chasing.

"The EPA likes to say we should aim high and see what happens, but this isn't theoretical for the valley," Sadredin said.

We've already squeezed what we can squeeze locally.

If the EPA declines to set a national standard, the local air district may push to have some of the underlying mandates of the Clean Air Act declared unconstitutional.

All of which initially made me think my complaints about sucking up Northern California's bad air was small potatoes.

No, Sadredin said.

When you're talking about air pollution problems as large as we have in the valley, you have to look at every possible source, including Northern California and, yes, China.

It's all part of the pollution puzzle that Sadredin and other local air district officials have been trying to get the feds to acknowledge for years.

# New law lets you smash a car window to aid hot dog

BY DAVID SIDERS  
The Sacramento Bee

Offering relief to dogs stuck in hot cars, Gov. Jerry Brown on Saturday signed legislation letting Californians in limited cases — and without fear of civil liability — smash car windows to set them free.

Assembly Bill 797, by Assemblymen Marc Steinorth, R-Rancho Cucamonga, and Miguel Santiago, D-Los Angeles, allows freeing animals from vehicles that are too hot or too cold as long as there is no other way to rescue the animal and law enforcement has first been



Brown

contacted.

The bill was supported by the Humane Society of the United States and

other animal groups. It was opposed by some dog clubs that warned of overzealous liberators.

The bill was one of 52 bills signed by the Democratic governor on Saturday, as he continues to wade through hundreds of bills sent to him by the Legislature in its end-of-session rush.

In one other animal-related measure, Brown, an owner of two dogs, vetoed Assembly Bill 1824, which would have expanded the circumstances in which someone could be charged with causing the injury or death of a guide or service dog. Brown complained in a veto message that the law would add to "the scope of the current penal code which already is convoluted and unnecessarily complex."

He said, "I believe that existing law provides an adequate deterrent and sufficient punishment."

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Takeda Clinical Nurse Educator

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