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Continue to drop.



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No excuses
Prioritize foster kids.

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Santa Monica could regulate schedules for shift workers

GRACE INEZ ADAMS
SMDP Staff Writer

On the heels of the recent passage of a Fair Work Week Ordinance in the City of Los Angeles, newly-elected Santa Monica City Council member Caroline Torosis has begun initiating discussions about whether such an ordinance could be beneficial in Santa Monica as well.

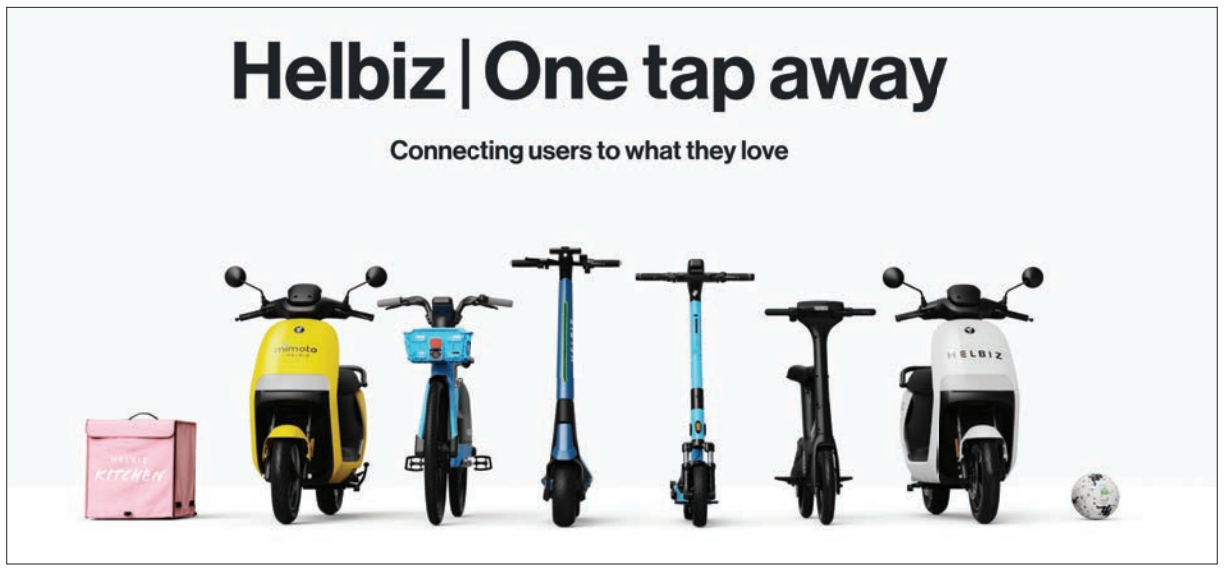
The LA ordinance, which is set to go into effect on April 1, 2023, is aimed at making the schedules of retail workers more predictable and sustainable by requiring employers with over 300 employees globally to provide schedules 14 days in advance, ensure at least 10 hours between shifts and compensate employees for certain schedule changes.

If implemented in Santa Monica in the same form, 84 businesses would be impacted with an estimated total of 1,633 affected employees, primarily along the promenade and at Santa Monica Place.

Torosis, who also serves as Senior Deputy of Workforce Development and Economic Opportunity for the Chair of the Los Angeles County Board of Supervisors, presented on the potential for implementing a fair work week ordinance in Santa Monica to members of the city's Chamber of Commerce this week, but emphasized that she was not

SEE **FAIR WORK WEEK** PAGE 7

Shared bicycles return today



Grace Adams

WHEELS: Helbiz has purchased Wheels and will supplement the scooter fleet with a new group of electric bicycles starting this week.

MATTHEW HALL
Daily Press Editor

Shared bicycles will be returning to Santa Monica this week when international mobility company Helbiz deploys its first vehicles in the city.

Santa Monica lost its dockless bike option last year when Lyft withdrew from the entire region but Helbiz recently purchased existing provider Wheels and will utilize those permits to launch up to 100 electric bicycles.

Helbiz is an international company with a portfolio of transit products including bike/scooters, food delivery, mopeds and insurance. The Wheels purchase gives Helbiz a foothold in the Los Angeles market as Wheels is the only company operating across all Los Angeles markets (L.A., Santa Monica, West Hollywood, and Culver City).



"From a strategic perspective, this acquisition is expected to double revenue, expand the cities served, enhance margins, and reduce costs," said Helbiz CEO and Founder Salvatore Palella. "Our focus is to adapt and grow with profitability at the core of every decision. This acquisition makes us even more confident in our ability to achieve that goal in the next 18 months. Our customers are utilizing cutting edge technology to make their lives easier and they are educating their

SEE **BIKE** PAGE 6

Going dry in January and avoiding those no-booze blues

SCOTT SNOWDEN
SMDP Staff Writer

Following the traditional over-indulgence of the Holiday season, it's equally traditional to slam on the brakes and almost overnight go from roast turkey to cold turkey. And we're not talking about leftovers. Almost all of us have, at some point in the past, attempted to pursue New Year's resolutions, signed up for expensive gym memberships that we're convinced we'll use regularly and quit drinking any kind of alcohol, for the whole month of January.

And while we absolutely advocate a healthy lifestyle and cutting back on excess is always encouraged, no-booze blues can be tricky to deal with.

Dr. Elizabeth Ko, Medical Director, UCLA Health Integrative Medicine Collaborative, says that with eggnog, adult ciders, spiked punch and celebratory glasses of sparkling wine, it's not that hard for extra alcohol to creep into one's daily life during the holiday season.

Peer pressure is a real thing when it comes to drinking. She suggests on UCLA's Ask the Doctor column to get your nonalcoholic drink served in a wine glass or a flute and you can head off uncomfortable conversations. Set a time at which you will stop drinking and stick to it. Offers of more alcohol may come your way, so it's also a good idea to

SEE **DRY** PAGE 7



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California campuses try to lower college costs with free transit

CARMEN GONZÁLEZ
Special to the Daily Press

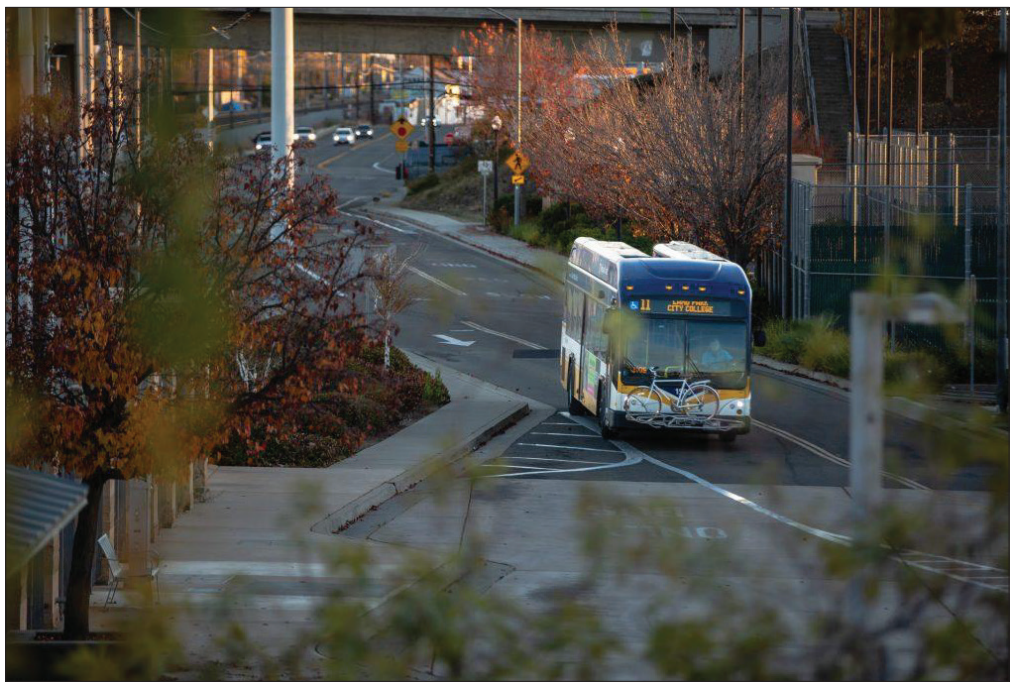
When Melanie Lindo was considering her transfer to a UC campus, her choice didn't come down to academics or campus resources but how long, complex and pricey her bus ride would be.

"Compared to all the other UCs I was accepted to, UCLA was the cheapest in terms of transportation," said Lindo.

Prior to attending UCLA, Lindo's commute to Santa Monica College from Echo Park in Los Angeles put her at a disadvantage academically: She would cut evening study sessions short knowing she would have to wake up in the early morning to catch a bus — one she hoped was on time. "Sometimes the bus is delayed, so instead of waiting the 10 minutes, it's a 20-minute wait, meaning I'm most likely going to miss a good portion of the lecture," she said.

Now, Lindo's commute is both less stressful and cheaper. She's able to take a bus directly from her home to UCLA's Westwood campus. She also gets reduced fare thanks to partnerships between LA Metro and nearby campuses including UCLA.

Transit costs and lack of available bus or train service is one component of the high cost of college that is pushing many low-income students out of the state's higher education systems. Some campuses have partnered with local transit agencies to reduce or waive all costs for students, with early data indicating these programs have a positive impact on student success.



Cal Matters

TRANSIT: Colleges are using transit as a way to recruit students.

Gov. Gavin Newsom vetoed a bill last year that would have created more reduced fare pilot programs throughout the state, but students and advocates are still convinced expanding transit access is a relatively easy way to boost student retention and success.

For many students, commuting time and experience are part of the calculus of pursuing higher education. While the number of commuters at California colleges varies by campus, the national average is that about 85% of students do not live in university-owned housing on campus. Almost all of California's 2 million community college students commute by car, bike, walking or public transit.

"This is a basic need," says Heather Brandt, a psychology student working to bring free transit to the City College of San Francisco in her role as student chancellor. "It's an easier issue to solve than some of the other issues that exist, like maybe housing, which require more long-term solutions."

The state prioritized helping students with basic needs such as food and housing as part of the 2021-22 budget, including $30 million for the California Community College system to establish basic needs centers and hire staff to assist struggling students.

Colleges can also use the money to create reduced fare partnerships with their local transit agency. Currently, 75 of the 116 community college campuses offer some type of reduced or free transit program for their students, according to researchers at the University of California Institute for Transportation Studies. However, the researchers also found that on average, transit passes were more expensive than parking passes for California's community college students.

Whether students have the option to commute by car or have to take public transit, costs can quickly add up.

Students can expect to spend around a fifth of their yearly income on transportation, according to a 2018 report published by The Hope Center for College, Community and Justice at Temple University in Philadelphia. In California that number equates to a yearly average cost of $1,026 for transportation to and from campus for students who live in non-college off-campus housing, according to survey results from the California Student Aid Commission. The 2022-23 survey of student expenses included transportation costs for the first time.

SEE **COLLEGE TRANSIT** PAGE 8



Biden toughens border, offers legal path for 30,000 a month

COLLEEN LONG AND ZEKE MILLER
Associated Press

President Joe Biden said Thursday the U.S. would immediately begin turning away Cubans, Haitians and Nicaraguans who cross the border from Mexico illegally, his boldest move yet to confront the arrivals of migrants that have spiraled since he took office two years ago.

The new rules expand on an existing effort to stop Venezuelans attempting to enter the U.S., which began in October and led to a dramatic drop in Venezuelans coming to the southern border. Together, they represent a major change to immigration rules that will stand even if the Supreme Court ends a Trump-era public health law that allows U.S. authorities to turn away asylum-seekers.

"Do not, do not just show up at the border," Biden said as he announced the changes, even as he acknowledged the hardships that lead many families to make the dangerous journey north.

> "President Biden correctly recognized today that seeking asylum is a legal right and spoke sympathetically about people fleeing persecution - Jonathan Blazer

"Stay where you are and apply legally from there," he advised.

Biden made the announcement just days before a planned visit to El Paso, Texas,on Sunday for his first trip to the southern border as president. From there, he will travel on to Mexico City to meet with North American leaders on Monday and Tuesday.

Homeland Security officials said they would begin denying asylum to those who circumvent legal pathways and do not first ask for asylum in the country they traveled through en route to the U.S.

Instead, the U.S. will accept 30,000 people per month from the four nations for two years and offer the ability to work legally, as long as they come legally, have eligible sponsors and pass vetting and background checks. Border crossings by migrants from those four nations have risen most sharply, with no easy way to quickly return them to their home countries.

"This new process is orderly," Biden said. "It's safe and humane, and it works."

The move, while not unexpected, drew swift criticism from asylum and immigration advocates, who have had a rocky relationship with the president.

"President Biden correctly recognized today that seeking asylum is a legal right and spoke sympathetically about people fleeing persecution," said Jonathan Blazer, the American Civil Liberties Union's director of border strategies. "But the plan he announced further ties his administration to the poisonous anti-immigrant policies of the Trump era instead of restoring fair access to asylum protections."

Even with the health law restrictions in place, the president has seen the numbers of migrants crossing the U.S.-Mexico border rise dramatically during his two years in office; there were more than 2.38 million stops during the fiscal year that ended Sept. 30, the first time the number topped 2 million. The administration has struggled to clamp down on crossings, reluctant to take hard-line measures that would resemble those of the Trump administration.

That's resulted in relentless criticism from Republicans who say the Democratic president is ineffective on border security, and the newly minted Republican House majority has promised congressional investigations on the matter.

The new policy could result in 360,000 people from these four nations lawfully entering the U.S. in a year, a huge number. But far more people from those countries have been attempting to cross into the U.S. on foot, by boat or swimming; migrants from those four countries were stopped 82,286 times in November alone.

Mexico has agreed to accept up to 30,000 migrants each month from the four countries who attempt to walk or swim across the U.S.-Mexico border and are turned back. Normally, these migrants would be returned to their country of origin, but the U.S. can not easily send back people from those four countries for a variety of reasons that include relations with the governments there.

Anyone coming to the U.S. is allowed to claim asylum, regardless of how they crossed the border, and migrants seeking a better life in the U.S. often pay smugglers the equivalent of thousands of dollars to deliver them across the dangerous Darien Gap.

But the requirements for granting asylum are narrow, and only about 30% of applications are granted. That has created a system in which migrants try to cross between ports of entry and are allowed into the U.S. to wait out their cases. But there is a 2 million-case immigration court backlog, so cases often are not heard for years.

The only lasting way to change the system is through Congress, but a bipartisan congressional effort on new immigration laws failed shortly before Republicans took the House majority.

SEE **IMMIGRATION REFORM** PAGE 7

US jobless claim applications fall to lowest in 14 weeks

MATT OTT
AP Business Writer

The number of Americans applying for jobless benefits fell to the lowest level in more than three months last week, reflecting a still-robust job market despite the Federal Reserve's efforts to cool the economy and bring down decades-high inflation.

Applications for unemployment aid for the week ending Dec. 31 fell by 19,000 to 204,000, the Labor Department reported Thursday.

The labor market is closely monitored by Fed policymakers, who raised interest rates seven times last year in a bid to slow job growth and bring down stubbornly high inflation. So far, there have been little indication that it has weakened the job market enough to for the Fed to alter its course in 2023.

Also Thursday morning, the payroll processing firm ADP reported that the U.S. economy gained 235,000 jobs, well above expectations.

U.S. futures dropped sharply on worries that a hot jobs market will mean the Fed will continue with aggressive rate hikes well into the new year.

The four-week moving average of claims, which evens out some of the week-to-week volatility, fell by 6,750 to 213,750.

Jobless claims are generally viewed as a proxy for layoffs, which have been relatively low since the pandemic wiped out roughly 20 million jobs in the spring of 2020.

About 1.69 million people were receiving jobless aid the week that ended Dec. 24, about 24,000 fewer than the week before.

On Wednesday, the government reported that job openings slipped slightly in November, but remained strong. There were 10.46 million job vacancies on the last day of November, down slightly from 10.51 million in October. But there are still nearly 1.8 jobs for every unemployed person, whereas before the pandemic, there were usually more unemployed people than jobs.

The government issues its December jobs report on Friday, with economists surveyed by data firm FactSet expecting the U.S. economy to have gained another 200,000 jobs, a healthy number. Employers added 263,000 jobs in November and the unemployment rate stayed at a low 3.7%.

In its updated forecasts, the Fed's policymakers predicted slower growth and higher unemployment for next year and 2024. The unemployment rate is projected to jump to 4.6% by the end of 2023. That would mark a significant increase in joblessness and typically would reflect a recession, which many economists have predicted.

The Fed's rate hikes last year have made it more expensive for consumers to take out mortgage and auto loans, and raised borrowing rates for credit cards.

Mortgage rates are above 6%, essentially double what they were before the Fed began tightening credit. Higher mortgage rates have hammered the housing market, with sales of existing homes falling for 10 straight months.

Though the U.S. labor market remains robust, layoffs have been mounting in the technology sector, which is dealing with falling demand as inflation squeezes both businesses and homes. On Wednesday, Amazon announced that it is laying off 18,000 workers, while the software company Salesforce, owner of Slack, said it was cutting around 8,000 jobs. Facebook parent Meta, Twitter, Doordash and others have announced cuts in recent months as well.

In the coming weeks, thousands of workers with temporary jobs during the winter holidays will lose work and apply for jobless aid. The government seeks to seasonally adjust the data to account for those job losses, but the adjustments are not always perfect and the layoff of temporary workers could distort the data.

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Amazon, Salesforce jettison jobs in latest tech worker purge

MICHAEL LIEDTKE AND MICHELLE CHAPMAN
AP Business Writers

E-commerce giant Amazon and business software maker Salesforce are the latest U.S. technology companies to announce major job cuts as they prune payrolls that rapidly expanded during the pandemic lockdown.

Amazon said Wednesday that it will be cutting about 18,000 positions. It's the largest set of layoffs in the Seattle-based company's history, although just a fraction of its 1.5 million global workforce.

"Amazon has weathered uncertain and difficult economies in the past, and we will continue to do so," CEO Andy Jassy said in a note to employees that the company made public. "These changes will help us pursue our long-term opportunities with a stronger cost structure."

> Amazon has weathered uncertain and difficult economies in the past, and we will continue to do so - CEO Andy Jassy

He said the layoffs will mostly impact the company's Amazon Stores division — which a spokesman said encompasses its e-commerce business as well as company's brick-and-mortar stores such as Amazon Fresh and Amazon Go — and its PXT organizations, which handle human resources and other functions.

In November, Jassy told staff that layoffs were coming due to the economic landscape and the company's rapid hiring in the last several years. Wednesday's announcement included earlier job cuts that had not been numbered. The company had also offered voluntary buyouts and has been cutting costs in other areas of its sprawling business.

Salesforce, meanwhile, said it is laying off about 8,000 employees, or 10% of its workforce.

The cuts announced Wednesday are by far the largest in the 23-year history of a San Francisco company founded by former Oracle executive Marc Benioff. Benioff pioneered the method of leasing software services to internet-connected devices — a concept now known as "cloud computing."

The layoffs are being made on the heels of a shake-up in Salesforce's top ranks. Benioff's hand-picked co-CEO Bret Taylor, who also was Twitter's chairman at the time of its tortuous $44 billion sale to billionaire Elon Musk, left Salesforce. Then, Slack co-founder Stewart Butterfield left. Salesforce bought Slack two years ago for nearly $28 billion.

Salesforce workers who lose their jobs will receive nearly five months of pay, health insurance, career resources, and other benefits, according to the company. Amazon said it is also offering a separation payment, transitional health insurance benefits, and job placement support.

Benioff, now the sole chief executive at Salesforce, told employees in a letter that he blamed himself for the layoffs after continuing to hire aggressively into the pandemic, with millions of Americans working from home and demand for the company's technology surging.

"As our revenue accelerated through the pandemic, we hired too many people leading into this economic downturn we're now facing, and I take responsibility for that," Benioff wrote.

Salesforce employed about 49,000 people in January 2020 just before the pandemic struck. Salesforce's workforce today is still 50% larger than it was before the pandemic.

Meta Platforms CEO Mark Zuckerberg also acknowledged he misread the revenue gains that the owner of Facebook and Instagram was reaping during the pandemic when he announced in November that his company would by laying off 11,000 employees, or 13% of its workforce.

Like other major tech companies, Salesforce's recent comedown from the heady days of the pandemic have taken a major toll on its stock. Before Wednesday's announcement, shares had plunged more 50% from their peak close to $310 in November 2021. The shares gained nearly 4% Wednesday to close at $139.59.

"This is a smart poker move by Benioff to preserve margins in an uncertain backdrop as the company clearly overbuilt out its organization over the past few years along with the rest of the tech sector with a slowdown now on the horizon," Wedbush analyst Dan Ives wrote.

Salesforce also said Wednesday that it will be closing some of its offices, but didn't include locations. The company's 61-story headquarters is a prominent feature of the San Francisco skyline and a symbol of tech's importance to the city since its completion in 2018.

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As COVID surges in China, US begins testing more travelers

LAURA UNGAR AND SHELBY LUM
Associated Press

Shubham Chandra knows how dangerous the coronavirus can be: He lost his dad during the pandemic. So when he cleared customs at Newark Liberty International Airport and saw people offering anonymous COVID-19 testing, he was happy to volunteer.

"It's a minimum amount of effort to help a lot of people," said the 27-year-old New York City man, who had just stepped off a plane from Cancun, Mexico.

The airport testing is part of the government's early warning system for detecting new variants, which began expanding recently in the wake of a COVID-19 surge in China.

With the addition of Los Angeles and Seattle, there are now seven airports where arriving passengers can volunteer for COVID-19 tests. The Centers for Disease Control and Prevention program now covers about 500 flights from at least 30 countries, including more than half from China and surrounding areas.

> We have very little control over what happens elsewhere - Katelyn Jetelina

As of Thursday, the CDC is also requiring travelers to the U.S. from China, Hong Kong and Macao to take a COVID-19 test no more than two days before travel and provide a negative result before boarding a flight.

And down the road, some scientists are calling for wider use of an additional strategy: screening wastewater from toilet tanks on arriving airplanes.

"Without surveillance, it's very hard to know what's going on," said Dr. Stuart Campbell Ray, an infectious disease expert at Johns Hopkins University. "Hopefully, with more sampling, we will get more information about what's circulating."

Some scientists are worried the COVID-19 surge in China could unleash a new coronavirus mutant on the world, since every infection is another chance for the virus to change. There's no sign of a new variant from China at this point. But one reason for new testing requirements, according to the CDC, is a lack of adequate and transparent information from China on viral strains infecting people there.

"We have very little control over what happens elsewhere," said epidemiologist Katelyn Jetelina, a consultant to the CDC. "What we can control is what's happening in the United States."

The airport program is based on an unfortunate reality: "Travelers ... go across the globe quickly and they can get and spread infectious diseases really fast," said Dr. Cindy Friedman, chief of CDC's travelers' health branch.

Friedman said the program is a partnership with two companies that take care of the testing and lab work — XpresCheck and Concentric by Ginkgo. A pilot program was expanded around the time the first omicron variant emerged in the U.S. more than a year ago. Besides Newark, Seattle and Los Angeles, the program includes New York's Kennedy, Washington's Dulles and airports in Atlanta and San Francisco.

The latest expansion of the traveler surveillance program aims to capture more flights from China. But on Wednesday in Newark, some of the targeted planes arrived from Mexico, France and Belgium. After clearing customs, travelers could stop at a table, swab their noses and fill out a form. Chandra said it took about a minute.

Like other travelers, he won't get the results. But he tests for COVID-19 when he flies to Ohio every other month to see his mom, he said, since "the last thing I want to do is bring (the virus) home to her."

About 10% of people on targeted flights volunteer. Their samples are pooled and PCR tested. Positive ones are genetically sequenced. Volunteers get free home COVID-19 tests.

Over time, Friedman expects the program to grow and potentially go global. It's already shown it can spot coronavirus variants early — detecting omicron variants BA.2 and BA.3 and reporting them to a global database weeks before others did.

But Jetelina said a surveillance program at seven airports is "just not that big" so trying to spot variants might be like "looking for a needle in the haystack."

To aid the search, experts suggest taking more samples from airplane bathrooms.

"It's a little gross when you start thinking about it," Jetelina said. "But these are really long flights and we would expect the majority of people would go to the bathroom."

The CDC, which monitors wastewater in municipal systems, ran a pilot program last summer testing airplane wastewater at Kennedy airport. Friedman said the agency is working to expand this type of surveillance.

Such testing has been used elsewhere. A study last year in the journal Environment International looked at wastewater testing from 37 flights chartered to bring Australians home earlier in the pandemic, concluding that the practice "can provide an additional and effective tool" for monitoring the virus coming into a country. Recently, Canada announced an expanded wastewater pilot program and Belgium said it would test wastewater from airplanes coming from China.

As surveillance continues, scientists believe that the omicron variant BF.7, which is extremely adept at evading immunity, is driving China's current surge. CDC data shows BF.7 is already in the U.S., and currently

SEE COVID PAGE 6

GUEST COMMENTARY

Send comments to editor@smdp.com

No more excuses. California must prioritize children in foster care



Cal Matters

CHRISTINE STONER-MERTZ

After years of stalled progress on improving support for children and youth in foster care, compounded by the harm young people experienced during the pandemic, California simply can't wait any longer to make foster youth a priority.

Roughly 60,000 youth are the legal responsibility of the state of California, removed from their family homes after suffering abuse and neglect. The trauma of abuse and the separation from their families puts them at high risk for adverse consequences throughout their lives – from homelessness and suicide to exploitation and sex trafficking.

It doesn't have to be this way. Young people can and do recover from trauma, reunite with family members, and thrive because of the support from caring professionals and nonprofit organizations that are deeply rooted in communities across the state.

Yet too many are left in harm's way because California's initiative to transform foster youth services, known as "Continuum of Care Reform," has not been fully funded to truly meet the needs of all foster youth. Severe gaps remain in services.

California can't leave vulnerable youth waiting any longer. State leaders must commit in 2023. Here's how:

Stabilize programs for youth with the greatest needs. Youth experiencing the most severe effects of trauma heal best with intensive therapy and support, delivered in settings that feel like a home, not an institution. Despite the growing need of this intensive care model, short-term residential programs are rapidly disappearing because state funding hasn't kept pace with soaring costs of providing care, and costly new federal rules are accelerating the closures. Unless California significantly increases its financial support for this model, organizations will be forced to close more of these programs.

Increase foster family retention and support. The stress of the pandemic and rising costs of raising a family are taking a toll on all families, making it harder to find, recruit and train foster parents (also known as "resource families"). Nonprofit agencies succeed in this difficult work because of their close ties to communities, but they can't do it alone. California must dedicate state budget funding to ensure vulnerable youth don't have to worry if they'll have a bed to sleep in or a family to support them.

Prevent family separation. Child abuse and neglect can be prevented, and entry into the child welfare system can be avoided. The vital work of family resource centers, 500 trusted community partners across California, helps families ease stressors in the home and reduce the likelihood of separation. With families under more pressure than ever, keeping families together means the state must commit significant funding to prevention.

Stop the pipeline from foster care to the streets. Nearly 1 in 3 foster youth become homeless after they exit the child welfare system – a devastating and shameful reality. For California to succeed in mitigating homelessness, leaders must commit to preventing foster youth from ever reaching the streets. A portion of the $1.5 billion lawmakers have already dedicated for a new Behavioral Health Bridge Housing Program should be used for partnerships between counties and community-based organizations that assist with housing youth ages 18-25.

Respect, support and pay critical staff. Children who have been abused and traumatized count on talented and dedicated workers to support them during a vulnerable and challenging time in their lives. This work is fulfilling but intense, leading to burnout and high turnover. California must increase the rates it pays to care for children so we can retain these invaluable professionals and their quality of care.

Children in California's child welfare system had little to no say about the circumstances that brought them into foster care. No budget shortfall, lack of political will or mixed up priorities should further delay support they need to thrive.

State leaders must honor their duty to the children in their care.

Originally published by Cal Matters. Christine Stoner-Mertz is CEO of the California Alliance for Child and Family Services.

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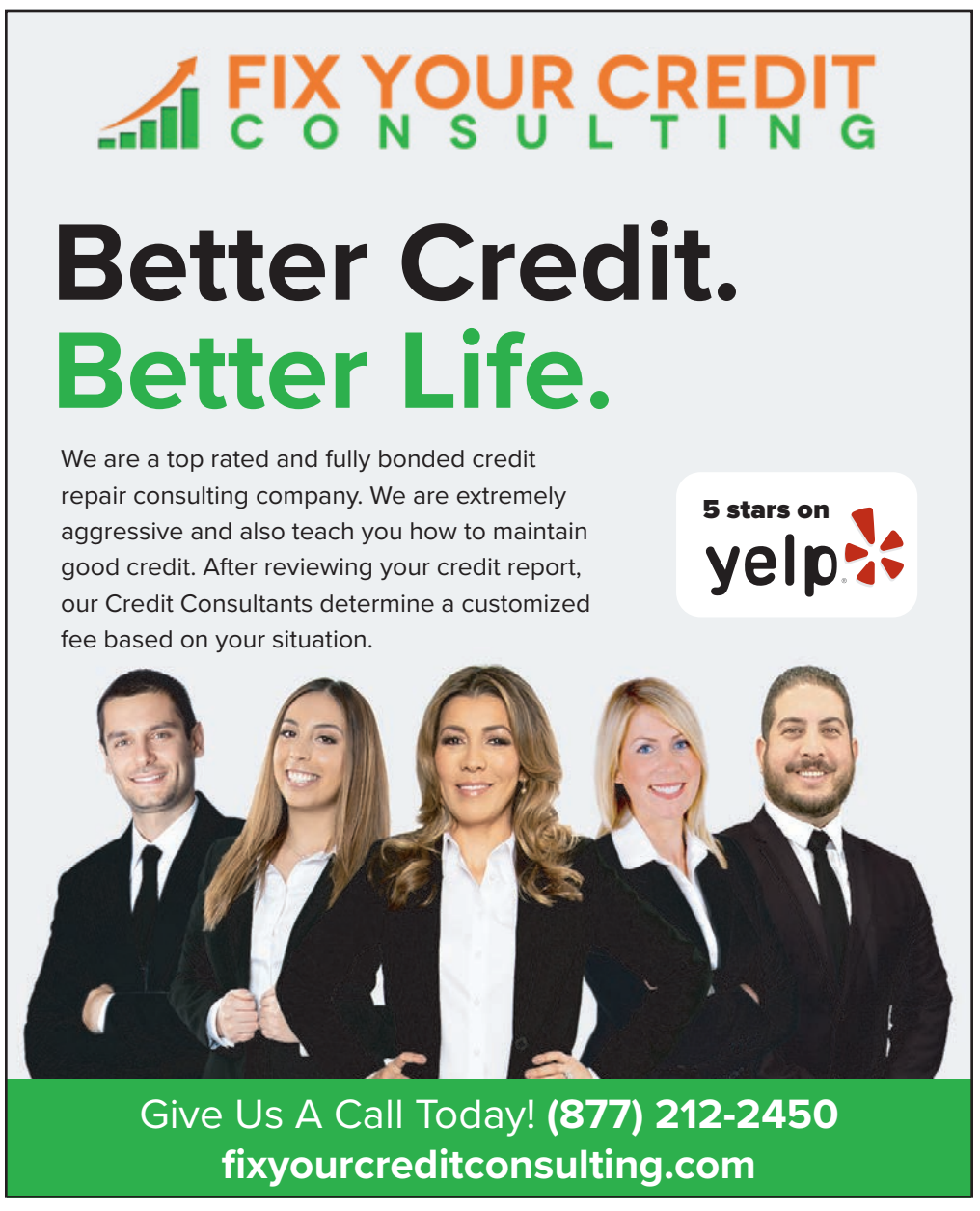
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BIKE

FROM PAGE 1

communities through adoption. In the same vein, our goal is to demonstrate to the capital markets that the micro-mobility model is sustainable through data driven, highly focused, and tightly controlled expenditures."

Helbiz said their bicycles will complement the Wheels scooter and offers a more traditional experience for users.

> "From a strategic perspective, this acquisition is expected to double revenue, expand the cities served, enhance margins, and reduce costs - Salvatore Palella

"Right away after the acquisition, we reached out to the cities where Wheels was permitted, one of these is the City of Santa Monica and the city was more than happy to see this change in the ownership of the company and basically we decided to request the possibility of including some of our vehicles as well in the city," said Gian Luca Spriano, Director International Business Development.

Metro operates its own bikeshare program with bikes available at several Expo line stations but those devices need to be returned to designated locations at the conclusion of use. Veo has a vehicle that is technically a bike but functions predominantly as a sit-down scooter.

The companies are in the midst of merging their systems and said customers should be able to use either app to rent a device. The company will keep the Wheels brand and operational staff, meaning employees won't have to relearn local rules and regulations.

While companies in Santa Monica have been operating under an extended pilot program, Lyft removed its scooters and shared bicycles from the region citing a lack of longterm commitments from area municipalities.

Santa Monica's program authorizes four companies — Lyft, Spin, Veo and Wheels — supplying about 2,200 devices in Santa Monica neighborhoods, all regulated by the Santa Monica Department of Transportation.

The Phase 2 Pilot Program began in July 1, 2021 and runs through September of this year when the city will establish a contract model with one or two operators for a minimum of three years, with a total five-year term possible. The City will be begin recruiting its two contract providers this year.

A contract model would give the city more control over operations including the ability to influence rider rates and encourage equity efforts. The contract would also cover operational service levels, penalties and contract termination information.

"The City is pleased to see Wheels/Helbiz launching pedal-assisted e-bikes in Santa Monica," said Senior Transportation Planner Trevor Thomas. "These devices will address substantial community demand for shared bikes and will join the rest of the City's shared mobility fleet in providing convenient and sustainable mobility options."

editor@smdp.com



Courtesy photo

BIKES: The new bikes have their own app or can be found via the Wheels app.

COVID

FROM PAGE 4

accounts for about 2% of COVID-19 cases. The most prevalent mutant in the U.S. is XBB.1.5, another variant responsible for 41% of U.S. cases. Ray said this one attaches more tightly than its competitors to a receptor that allows viruses to enter a cell.

Scientists said the virus will surely keep evolving — which is why they need to keep searching for new variants. The coronavirus is like a predator stalking humanity, Ray said, and "the predator adapts to the prey."

Ungar reported from Louisville, Kentucky.

FAIR WORK WEEK

FROM PAGE 1

currently planning on presenting anything to council on the matter and just hoped to gather community input.

"I'm really here to get feedback from you and engage in the discussion," she said. "I'm here to know how this could impact your business, what you would or would not want to see in a potential ordinance and any challenges or things that are working for you and how you currently set your employees schedule."

While she said a Santa Monica ordinance could be tailored to meet the unique needs of the city, she cited research from other places where Fair Work Week policies have been adopted with positive results including the City of Emeryville in Northern California and the State of Oregon, among others.

"There's actually quite a robust amount of data on what the impact of these policies have been…" she said. "The weekly wages in the industries covered by the fair work week have grown faster on average than states without these protections, while improving employment stability and reducing employee turnover. There's also evidence that workers stay longer and are more loyal to their employers with the [certainty of] the work schedules."

She also clarified that this type of ordinance is targeted exclusively at the retail sector, and would not apply to restaurants, hotels, hospitals and other types of businesses.

> "There's actually quite a robust amount of data on what the impact of these policies have been… - Caroline Torosis"

Several members of the chamber raised concerns that fair work week regulations could act as a deterrent for businesses to come to Santa Monica and fill building vacancies, which have increased along the promenade and other retail centers in recent years. Torosis agreed that more needs to be done to incentivize filling those vacancies, but said she didn't think a fair work week ordinance would hinder those efforts and could even result in a stronger business community overall.

"I believe that when we uplift our workers, and we uplift our businesses, everyone thrives," she said. "And I don't think that supporting our workers and supporting our businesses needs to be antithetical, in fact, I think that we can do both."

grace@smdp.com

JAN

FROM PAGE 1

prepare a gracious or funny way to refuse.

Talking to the *Santa Monica Daily Press*, Ko says, "I promote moderation and encourage avoiding excess or deprivation. What we do every day matters more than what we do for a four week cleanse. Imagine if we treated daily habits like brushing our teeth or taking a shower like we did holiday drinking."

"Sales almost always go down in January, there's just too many parties in December," Sandy Mechammil of Santa Monica Liquor told the SMDP. "It doesn't really pick up again to holiday levels until the beginning of the summer."

Thankfully, many of the best bars in the Santa Monica area offer alternatives to alcohol.

"Dry January and the whole 'mocktail' or 'zero proof' movement is definitely here to stay, as evidenced by the growth in availability of non-alcoholic spirits and consumer sales over the last two years," says Addie Van Gessel, from the Tavern on Main.

"From a pub owner's perspective it's something we plan to embrace as it allows us to cater to a new customer base by providing people with unique drink options beyond the existing standard non-alcoholic choices. We plan to add a few non-alcoholic cocktails and beers in the coming months to cater to those customers."

Since July of last year, Lincoln Blvd has been home to a dedicated alcohol-free retail outlet called The New Bar. Proprietor Brianda Gonzalez told the SMDP that New Year was the busiest they had ever been.

"There are lots of reasons why people opt for a non-alcoholic celebration and in many cases, they had started with an alcoholic beverage or cocktail and perhaps enjoyed one or two, then switched over to something that wasn't intoxicating. That way there's no hangover to deal with the next morning.

"Having an exciting non-alcoholic alternative can really make [a dry January] much easier. By trying something new it can make the month much more appealing and even exciting. You can start focusing on what you'll discover and new things that you could try, rather than thinking about what you might leave behind."

While not technically a bar in the traditional sense, The New Bar offers weekly brand tastings and ample outdoor seating and Gonzalez says her staff will be able to find a tantalizing alternative to any existing preference.

scott.snowden@smdp.com

IMMIGRATION REFORM

FROM PAGE 3

"The actions we're announcing will make things better, but will not fix the border problem completely," Biden said, in pressing lawmakers to act.

Under then-President Donald Trump, the U.S. required asylum seekers to wait across the border in Mexico. But clogs in the immigration system created long delays, leading to fetid, dangerous camps over the border where migrants were forced to wait. That system was ended under Biden, and the migrants who are returned to Mexico under the new rules will not be eligible for asylum.

Biden will also triple the number of refugees accepted to the U.S. from the Western Hemisphere, to 20,000 from Latin America and Caribbean, over the next two years. Refugees and asylum-seekers have to meet the same criteria to be allowed into the country, but they arrive through different means.

Border officials are also creating an online appointment portal to help reduce wait times at U.S. ports of entry for those coming legally. It will allow people to set up an appointment to come and ask to be allowed into the country.

At the U.S.-Mexico border, migrants have been denied a chance to seek asylum 2.5 million times since March 2020 under the Title 42 restrictions, introduced as an emergency health measure by Trump to prevent the spread of COVID-19. But there always has been criticism that the restrictions were used as a pretext by the Republican to seal off the border.

Biden moved to end the Title 42 restrictions, and Republicans sued to keep them. The U.S. Supreme Court has kept the rules in place for now. White House officials say they still believe the restrictions should end, but they maintain they can continue to turn away migrants under immigration law.

The four nationalities that Biden addressed on Thursday now make up the majority of those crossing the border illegally. Cubans, who are leaving the island nation in their largest numbers in six decades, were stopped 34,675 times at the U.S. border with Mexico in November, up 21% from October. Nicaraguans, a large reason why El Paso has become the busiest corridor for illegal crossings, were stopped 34,209 times in November, up 65% from October.

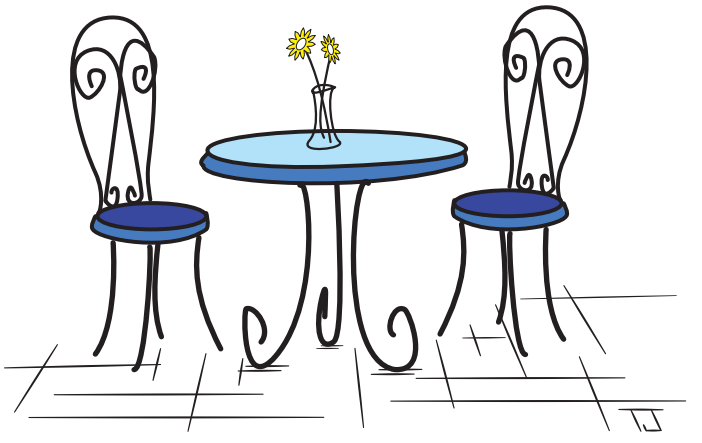
But Venezuelans were seen far less at the border after Mexico agreed on Oct. 12 to begin accepting those expelled from the United States. They were stopped 7,931 times, down 64% from October.

Venezuelans have said the changes have been difficult, particularly with finding a sponsor who has the financial resources to demonstrate the ability to support them. And even if they find a sponsor, sometimes they delay their arrival because they don't have the economic resources to pay for the flight to the U.S. For some, the Venezuelan passport that they need to come has expired, and they cannot afford to pay for the renewal.

Associated Press writers Rebecca Santana in Washington, Gisela Salomon in Miami and Elliot Spagat in San Diego contributed to this report.

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COLLEGE TRANSIT

FROM PAGE 2

Students will spend $9,500 a year to commute by car, when factoring in the vehicle price, gas and maintenance, according to the federal Bureau of Labor Statistics.

Rising transit costs were a sticking point for the UC's 48,000 striking academic workers. In deals struck with the three bargaining groups over the past month, all included some form of transit subsidies, such as offering e-bike discounts, and a commitment from UC that it will "attempt to negotiate reduced-fee or no-fee access to regional transit systems."

Students leave class at Rio Hondo College in Whittier on Dec. 2, 2022. Photo by Alisha Jucevic for CalMatters

Lindo pays a discounted fare through UCLA, around $40 a quarter, which gives her access to the bus she rides to campus, as well as rides with seven other local Los Angeles transit agencies, opening up the county to Lindo and allowing her family to afford other essentials.

"Although my family has cars, they need them for work," she said. "Having to purchase a car or live on campus is not something I can afford."

These elevated costs prompted a number of colleges to take action to try and cover the cost of commutes for their students.

In Orange County, 22 area colleges are participating in a reduced fare program with the Orange County Transit Authority, including community colleges, UC, CSU and private college campuses. Students get unlimited access to OCTA buses for $46 per semester, as long as they are enrolled for at least nine credits at their institution. Regular fare for a 30-day OCTA bus pass, which would not cover an entire semester, is $69.

In 2021, Rio Hondo College, in Los Angeles County, participated in a national study conducted by The Hope Center at Temple University to gauge the impact of Los Angeles Metro's free fare U-Pass program. Researchers found Rio Hondo students who received free transit passes were 17% more likely to attain credentials and 27% more likely to earn an associate's degree compared to students who did not receive the passes. Russell Castañeda-Calleros, the campus' director of government and community relations, believes other colleges should invest in creating similar programs for students.

"At the beginning, there were a couple of staff members who were somewhat skeptical," he said. "Little by little we were able to get buy-in from the staff. And now we're at the point where they expect it every year."

After the Rio Hondo study, LA Metro launched its expanded U-Pass program, replacing GoPass. While under GoPass, students pay a reduced fare directly to the transit agency, under U-Pass campuses pay a lump sum to make the free or reduced rate available to all enrolled students.



Alisha Jucevic for CalMatters

COLLEGE: Students leave class at Rio Hondo College in Whittier.

Structuring free fare programs more like U-Pass can benefit both students and transit agencies, said Eli Lipmen, executive director at Move LA, a nonprofit transit advocacy group. Asking students to pay up for passes "is not feasible. Most students don't have that kind of money to spend," he said.

"We set the [U-Pass] program up so that very intentionally, every school that participates, or every school district that participates, they have to pay the cost sharing for every student for the sole purpose that we want the passes to be available to every student for equity reasons," said Devon Deming, deputy executive officer of LA Metro's Fareless Systems Initiative.

Currently, 18 community college, UC, CSU and private college campuses are participating in the U-Pass program. LA Metro also has an application for students to inquire about bringing U-pass to their campus.

In the Bay Area, local transit authorities launched a 2-year pilot program offering 50,000 free transit passes to students at San Francisco State University, San Jose State University, the University of California, Berkeley and Santa Rosa Junior College. All students at Santa Rosa Junior College will be eligible for free fares under the Clipper BayPass pilot program, and about a quarter of students attending the other campuses will be eligible.

But City College of San Francisco is not participating, something Brandt is hoping to change. She's also contacting members of the San Francisco Municipal Transportation Authority to inquire about how to bring free transit to students in her city. And she's been active in statewide transit efforts: Last year, she advocated for Assembly Bill 1919, which would have created the Youth Transit Pass Pilot Program to give free passes to K-12 and college students in California.

Brandt says she was disappointed to see the legislation vetoed. In his veto message, Newsom cited a lack of funding in the state budget for the program's $115 million annual cost.

"I wish we valued our California students and prioritized them. And one of the ways that we can do that is by ensuring that money goes to them to be able to pursue higher education, and to not continue to widen the gap that exists," Brandt said.

With a potential $24 billion state budget deficit looming in 2023, Lipmen says the likelihood of a statewide student transit bill passing would be slim, though that will not stop Move LA from continuing to push for greater state support.

"We've been working on a state student transit pass bill for close to a decade now and we've been told 'no' in great budget years, we've been told 'no' in bad budget years, we've been told 'no' in regular budget years," Lipmen said. "So for us, it's always been about making the case and having the Legislature prioritize it."

Unlike other states, California has the transit infrastructure in place: 93% of community and trade colleges have a transit stop within 0.5 miles of campus, according to data from the Civic Mapping Initiative. Nationally, that number stands at just 57%.

"One of the exciting things to think about when you focus on this issue in California is that you're talking about increasing service to stops that already exist," says Abigail Seldin, cofounder of the Civic Mapping Initiative. "So that's a big opportunity."

Having stops in places where students need to go increases the impact of reducing fares.

"Transit is about affordability, but it's also about reliability and frequency," Lipmen said. "You don't want free transit that sucks, that isn't good. We want fast, frequent and reliable transit as well."

González is a fellow with the CalMatters College Journalism Network, a collaboration between CalMatters and student journalists from across California. Network program manager Matthew Reagan contributed reporting. This story and other higher education coverage are supported by the College Futures Foundation. This article was originally published by CalMatters.

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TODAY'S BIRTHDAY (Jan. 6)

You'll enjoy the sensation of sailing along a professional trajectory that completes your sense of self. Furthermore, you'll like how your home reflects you: imperfectly charming. The things that don't fit magically do and it becomes your style. An exciting change of scenery is also featured. Virgo and Sagittarius adore you. Your lucky numbers are: 19, 3, 31, 27 and 49.

HOROSCOPES

ARIES (March 21-April 19). The best leaders are often reluctant to take the position as they understand and respect the potentially grave responsibility that comes with leadership and do not enter into agreements lightly.

TAURUS (April 20-May 20). No matter how many bad things have already happened, good things can still happen. "We must accept finite disappointment, but never lose infinite hope." Martin Luther King Jr.

GEMINI (May 21-June 21). There was a time you needed and craved familiarity but now you're ready for something different. Adventure calls you. You're willing to pay the ticket price, which will include the discomfort of uncertainty.

CANCER (June 22-July 22). You are impressionable, but this is no time to let others run your show. What would you do if you didn't need anyone, if you were completely self-contained and self-sustaining on every level? Act as though this is true.

LEO (July 23-Aug. 22). Your vision of the outside world reflects your inside world. The reason you can see beauty is because there is beauty in you. The same goes for talent, intelligence, kindness, humor and any other quality you observe in the world today.

VIRGO (Aug. 23-Sept. 22). You can't connect with perfect people because humans connect through vulnerability and flaws. Luckily, you don't know any perfect people, so it shouldn't be a problem unless someone is too uncomfortable to be their self.

LIBRA (Sept. 23-Oct. 23). This circumstance is a game. Your role may not seem powerful, but you can still make your move and it still matters. An Italian proverb suggests that when the game is over, the king and the pawn go back in the same box.

SCORPIO (Oct. 24-Nov. 21). Your progress is slow, and perhaps even hindered by certain obstacles, but this is nothing that can't be overcome. Take it hurdle by hurdle. Fuel your journey with hopeful dreams of exciting possibilities.

SAGITTARIUS (Nov. 22-Dec. 21). You'll be presented with options that seem to fit another person's goals and not your own. Why accept their way as the only way? You will apply your enormous creativity to come up with interesting alternatives.

CAPRICORN (Dec. 22-Jan. 19). A person cannot be deceived who does not, on some level, want to believe the deception. It is impossible to fool you today as you fall in love with the truth, embrace its flaws and celebrate its unchanging nature.

AQUARIUS (Jan. 20-Feb. 18). You will direct your energy well, thinking about happy things, good opportunities and beauty or the potential for it. When tempted to go negative you'll gently redirect yourself to accomplish what needs doing.

PISCES (Feb. 19-March 20). Perhaps pure love is without contradictions, but the love that flows through the imperfect relationships of human beings is rife with them. Today brings messy and marvelous outcomes. The chaos is better than no love at all.

SOLUTIONS TO YESTERDAY'S CROSSWORD

C	A	R	D	■	N	A	R	C	S	■	W	H	A	T
U	S	E	R	■	O	F	A	R	C	■	H	O	B	O
Z	W	E	I	■	S	A	R	A	H	■	I	T	E	M
C	A	F	F	E	I	N	E	B	U	Z	Z	■	■	■
O	N	S	T	A	R	■	■	S	L	O	■	B	A	G
■	■	■	■	R	E	A	P	■	T	O	L	E	D	O
T	R	I	P	L	E	L	U	T	Z	■	A	H	E	M
H	O	L	L	Y	■	P	R	O	■	D	R	A	P	E
O	B	O	E	■	R	O	S	E	Q	U	A	R	T	Z
S	E	S	A	M	E	■	E	D	U	C	■	■	■	■
E	S	T	■	A	V	G	■	■	I	A	M	T	O	O
■	■	■	C	H	E	E	S	E	B	L	I	N	T	Z
P	E	S	O	■	R	E	H	A	B	■	D	O	H	A
A	T	O	Z	■	S	N	A	R	L	■	S	T	E	W
W	A	X	Y	■	E	A	G	L	E	■	T	E	R	A

Sudoku

Fill in the blank cells using numbers 1 to 9. Each number can appear only once in each row, column, and 3x3 block. Use logic and process of elimination to solve the puzzle.

SOLUTIONS TO YESTERDAY'S SUDOKU

8	4	5	6	7	3	9	2	1
1	6	7	2	9	8	5	4	3
2	3	9	1	4	5	8	6	7
6	5	2	4	3	1	7	9	8
4	7	1	8	5	9	2	3	6
3	9	8	7	6	2	1	5	4
5	1	6	3	2	7	4	8	9
9	8	3	5	1	4	6	7	2
7	2	4	9	8	6	3	1	5

5		1		3	7		6	
		7				5		4
8				6	5	3		
	4		9				8	
		2				6		
	8				2		4	
		3	7	8				6
4		5				9		
	7		5	9		4		1

Newsday Crossword

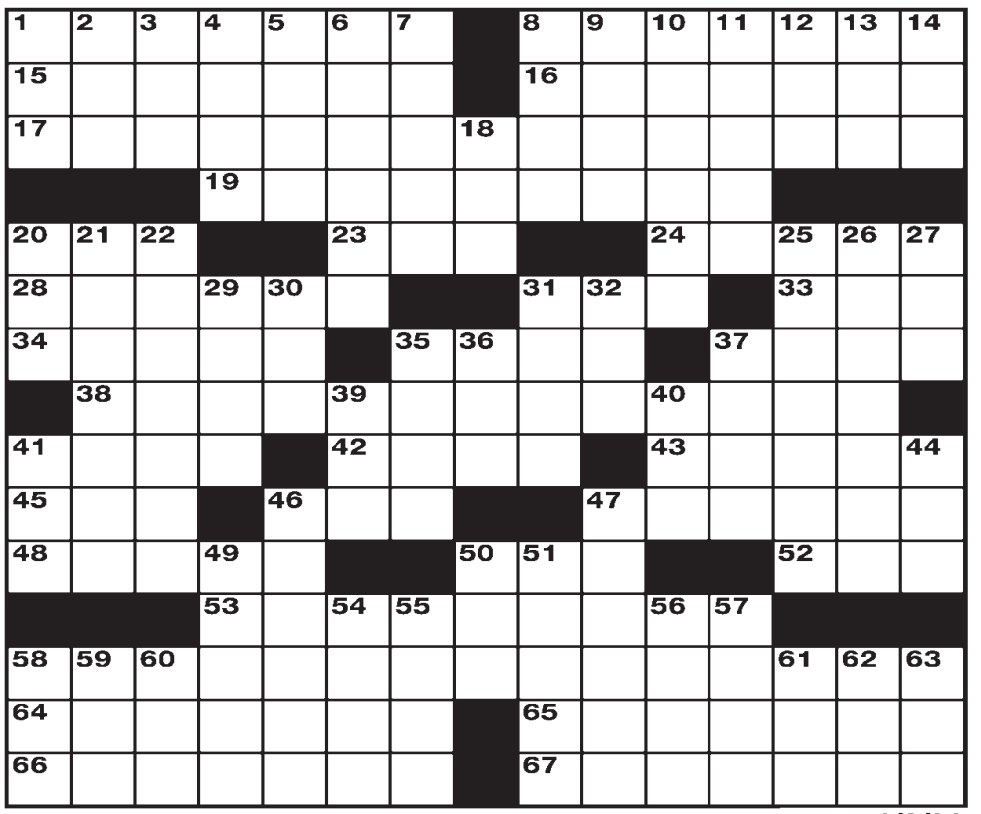
DEPARTMENT E-6 by S.N.
Edited by Stanley Newman
www.stanxwords.com

ACROSS

1 Source of some seeds
8 Instinctual urge
15 Archbishop, e.g.
16 Rolex competitor
17 Job applicant's submission
19 Endangered reptile
20 Crying sound
23 Gym surface
24 Person from Basra
28 People from Brno
31 May honoree
33 Defer, with "off"
34 Fixed look
35 Meditate (on)
37 Takes after
38 Juniper, for one
41 Passed with flying colors
42 Rock music genre
43 Hardly enough
45 Scroogean outburst
46 Jazz instrument
47 Grapple, in the backwoods
48 Large bill
50 Sci-fi staple
52 Rope loop
53 Minestrone alternative
58 Quaint cry of surprise
64 Of vision
65 Island near Venezuela
66 Ignominy, so to speak
67 Literary postscripts

DOWN

1 YMCA course
2 Add up to
3 Volleyball official
4 "Pale" drinks
5 It means "merchandise"
6 Top squads
7 Nosy one
8 Donut factory contraption
9 Brewer's ingredient
10 Early match
11 Unmitigated
12 Humanities course, for short
13 Visit
14 Have a lapse
18 Abridged
20 London lavs
21 From the halls of Montezuma
22 Unceremonious ouster
25 Placate
26 Regal, in a way
27 A thing's
29 Reputation, for short
30 Possible part of HMS
31 Unassuming
32 Have or hold
35 Pivotal point
36 Female lobster
37 Bow shapes
39 Univ. figure
40 Homeland Security agcy.
41 *The Bachelor* airer
44 Casual top
46 Roman orator
47 Rebelled
49 Short putt
50 Supermarket ID
51 Mockery
54 EPCOT shuttle
55 Cartographic spot
56 Nickname like Tessa
57 Gem from Australia
58 Piece of work
59 Fed. conservation org.
60 Timetable stat.
61 Prefix for friendly
62 Dust remover
63 Nine-symbol message

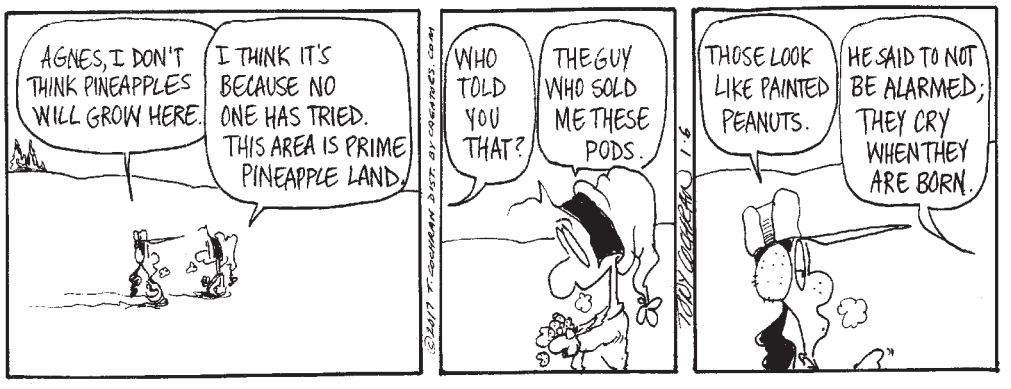


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Agnes

By TONY COCHRAN



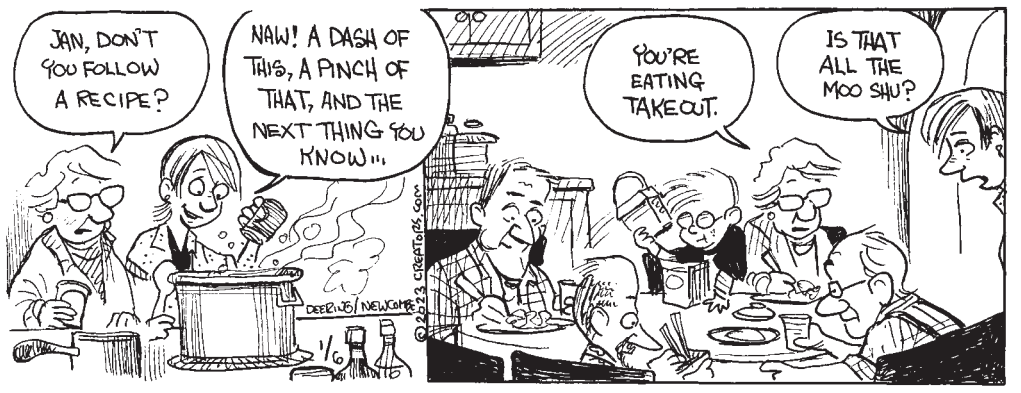
Dogs of C-Kennel

By MICK & MASON MASTROIANNI & JOHNNY HART



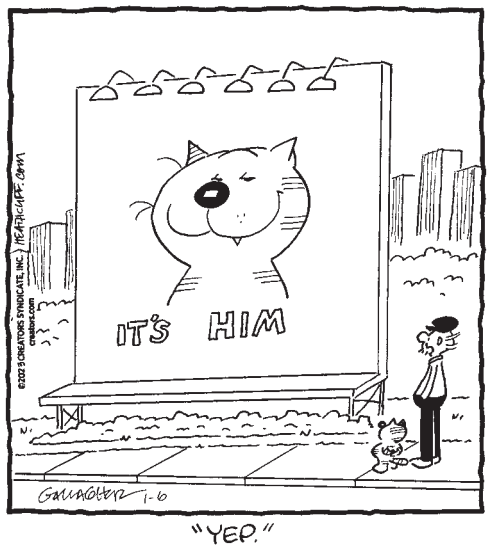
Zack Hill

By JOHN DEERING & JOHN NEWCOMBE



Heathcliff

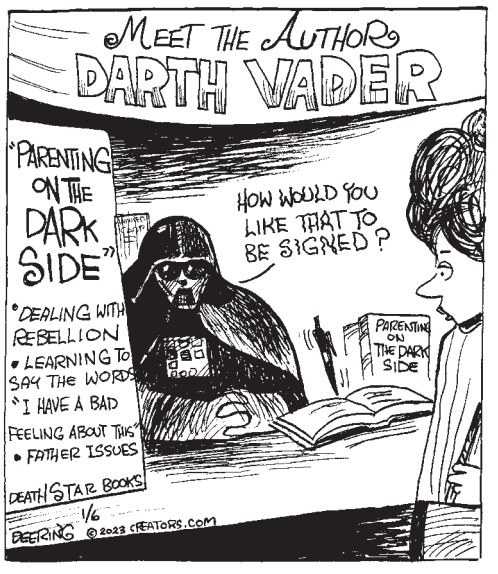
By PETER GALLAGHER



"YEP."

Strange Brew

By JOHN DEERING



FIND THE WORDS

This is a theme puzzle with the subject stated below. Find the listed words in the grid. (They may run in any direction but always in a straight line. Some letters are used more than once.) Ring each word as you find it and when you have completed the puzzle, there will be 23 letters left over. They spell out the alternative theme of the puzzle. © australianwordgames.com.au 5716

Land of Nod

S	O	M	N	O	L	E	N	T	G	O	A	G	O	R
E	T	A	D	O	M	M	O	C	C	A	F	N	D	O
C	O	T	S	Q	U	I	L	T	D	N	O	I	E	P
B	O	A	R	D	R	H	I	F	N	N	S	P	A	R
D	O	Z	E	H	I	C	B	I	I	A	G	E	D	O
E	O	U	T	H	A	U	I	R	N	V	T	E	T	T
R	S	R	T	A	H	O	R	D	O	I	N	L	O	I
G	E	O	M	C	C	C	C	N	T	D	D	S	T	R
B	A	C	P	A	O	S	T	R	A	N	C	E	H	E
H	E	L	L	E	N	L	W	K	L	L	O	B	E	D
S	E	S	T	I	R	T	D	N	E	E	V	E	W	A
A	R	E	I	E	N	T	O	U	M	D	E	D	O	P
R	O	R	S	R	J	E	S	B	E	A	R	S	R	N
C	N	T	D	R	O	W	S	E	M	F	A	O	L	E
S	S	L	U	G	G	I	S	H	O	T	E	L	D	A

Accommodate
Apnea
Beds
Berth
Board
Bunk
Chair
Cots
Couch
Cover
Crash
Crib
Diurnal
Dead to the world
Divan
Dormant
Doss
Doze
Drift
Drowse
Hotel
Jet lag
Loaf
Melatonin
Out cold
Quilt
Recline
Repose
Rest
Rise
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Sluggish
Snore
Sofa
Somnolent
Tired
Torpor
Trance

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FRIDAY | JANUARY 6

ENGLISH AS A SECOND LANGUAGE (ESL), LOW
Classes are free and students must be 18 years or older to attend. Community parents and SMMUSD parents have priority enrollment. Learn more about California adult education at caladulted.org. Enrollment is through the Santa Monica-Malibu Unified School District Adult Education Center, located at 2510 Lincoln Blvd., Room 203, Santa Monica, CA, 90405. Contact Olga Saucedo at (310) 664-6222, ext.76203 or osaucedo@smmusd.org to enroll. 10 a.m.

SATURDAY | JANUARY 7

OCEAN PARK BOOK DISCUSSION GROUP
Join a community-led discussion of books chosen by the group. Contact jeff.schwartz@santamonica.gov for the Zoom link. Main Library, 11 a.m. - 12 p.m.

ENGLISH AS A SECOND LANGUAGE (ESL) CONVERSATION, HIGH
Santa Monica Public Library hosts an ongoing series of English as a Second Language (ESL) classes taught by Adult Education Center instructors. Classes are free and students must be 18 years or older to attend. Community parents and SMMUSD parents have priority enrollment. Learn more about California adult education at caladulted.org. Enrollment is through the Santa Monica-Malibu Unified School District Adult Education Center, located at 2510 Lincoln Blvd., Room 203, Santa Monica, CA, 90405. Contact Olga Saucedo at (310) 664-6222, ext.76203 or osaucedo@smmusd.org to enroll. 12 - 3 p.m.

BYOB (BRING YOUR BABY/BOOB/BOTTLE/BUGGY): A COMEDY SHOW
Have a baby? Date nights non-existent? We have a mid-day, raunchy comedy show for parents – by parents – that you can bring your baby to! The BYOB Comedy Show: bring your baby, boob, bottle, buggy! (Stroller parking included.) Enjoy a comedy show in the middle of the day instead of crying in the corner while your baby doesn't nap. Bring the baby to the show because they don't understand it yet! The Crow, 2525 Michigan Avenue, Unit F4, 1 - 2:30 p.m. https://www.crowcomedy.com/family-shows

DRAG BRUNCH AT LANEA
Join Lanea for delicious margaritas, savory street tacos and an amazing drag show the first Saturday of every month! No RSVP required and enjoy live music by DJ Daunkos. 2 - 5 p.m. Lanea, 217 Broadway. https://www.gotolanea.com/events

SUNDAY | JANUARY 8

MAIN STREET FARMERS MARKET
The Sunday Main Street Farmers Market features some of California's freshest produce plus prepared foods from local Main Street restaurants as well as artisanal foods prepared with ingredients sourced from California farmers – you can't get more local than that! 2640 Main Street. https://www.santamonica.gov/places/farmers-markets/main-street-farmers-market

MONDAY | JANUARY 9

KARAOKE NIGHT PARTY AT TAVERN ON MAIN
Sing a song, sing it loud and sing it strong at Tavern on Main's Karaoke Night Party, every Monday and Wednesday night from 9 p.m. to 1 a.m. Tavern on Main, 2907 Main St

TUESDAY | JANUARY 10

FRIDAY NIGHT JAMS AT TAVERN ON MAIN
Start those weekend vibes buzzing with hot tunes by a roster of rotating DJs at Tavern on Main. This is a 21+ event with no cover charge. Enjoy lively music, great drinks and the best food. Tavern on Main, 2907 Main St. 9 p.m. https://www.tavernonmainsm.com/events/friday-night-jams

WEDNESDAY | JANUARY 11

AQUARIUM COMEDY CLUB
Celebrate with an intimate comedy event at Heal the Bay Aquarium in Santa Monica! Major headliners from Netflix, Comedy Central & movies perform in this 90 minute stand up comedy show. Watch comedy while the fish are swimming around you! Heal the Bay Aquarium 1600 Ocean Front Walk 8 p.m. https://www.eventbrite.com/e/aquarium-comedy-club-santa-monica-tickets-317082400997

THURSDAY | JANUARY 12

NEW YEAR, NEW HABITS: TOP 10 RESOLUTIONS FROM DIETITIANS
Ashley Salazar, Registered Dietitian at Providence Saint John's Health Center, discusses meal planning, making room for balance, and other tips to improve long-term health in a sustainable way. Main Library Multipurpose Room, 2nd Floor from 3:30 to 4 p.m.

FRIDAY | JANUARY 13

DRUNK THEATRE
A comedian takes five shots of whiskey in a row and tries to perform an improvised play with five sober comedians. What could go wrong?! Drunk Theatre is the entirely improvised, unpredictable, and crazy comedy show that'll kick your weekend into overdrive. Limited seating and space is available. Santa Monica Playhouse 1211 4th Street, Santa Monica, CA 90401

For help submitting an event, contact us at
310-458-7737 or submit to events@smdp.com



SURF REPORT

WATER TEMP: **58.6**

FRIDAY *FAIR*	**SURF:** 4-5ft Chest to head	Healthy round of WNW swell and much lighter/settled winds. Allow the morning high tide to drop out for most breaks. Wind is lightest through the morning, then the tucked away points are in play as WNW builds in the PM.
SATURDAY *POOR TO FAIR*	**SURF:** 2-3ft Thigh to waist	Easing W swell for best NW swell magnets. Very long period, and very inconsistent S swell rolls in for SPAC magnets. Looking like light winds early. Account for the higher AM tide.

WEATHER

Friday: Mostly sunny, with a high near 60. North northeast wind around 5 mph.
Friday Night: Partly cloudy, with a low around 46..
Saturday: Partly sunny, with a high near 61.
Saturday Night: A chance of rain after 10pm. Mostly cloudy, with a low around 49.

Date	Day	Time (LST/LDT)	Predicted (ft)	High/Low
2023/01/06	Fri	01:57 AM	2.44	L
2023/01/06	Fri	08:13 AM	5.99	H
2023/01/06	Fri	3:39 PM	-0.80	L
2023/01/06	Fri	10:17 PM	3.52	H
2023/01/07	Sat	02:30 AM	2.40	L
2023/01/07	Sat	08:45 AM	5.94	H
2023/01/07	Sat	4:10 PM	-0.73	L
2023/01/07	Sat	10:48 PM	3.52	H
2023/01/08	Sun	03:03 AM	2.38	L
2023/01/08	Sun	09:16 AM	5.81	H
2023/01/08	Sun	4:41 PM	-0.59	L
2023/01/08	Sun	11:20 PM	3.53	H
2023/01/09	Mon	03:39 AM	2.38	L
2023/01/09	Mon	09:48 AM	5.58	H
2023/01/09	Mon	5:11 PM	-0.39	L
2023/01/09	Mon	11:53 PM	3.56	H
2023/01/10	Tue	04:19 AM	2.42	L
2023/01/10	Tue	10:21 AM	5.24	H

DAILY LOTTERY

Although every effort is made to ensure the accuracy of the winning number information, mistakes can occur. In the event of any discrepancies, California State laws and California Lottery regulations will prevail. Complete game information and prize claiming instructions are available at California Lottery retailers. Visit the California State Lottery web site at http://www.calottery.com

POWERBALL
Draw Date: 1/4
12 32 56 67 68
Power#: 26
Jackpot: 325 M

MEGA MILLIONS
Draw Date: 1/3
25 29 33 41 44
Mega#: 18
Jackpot: 940 M

SuperLotto Plus
Draw Date: 1/4
4 16 18 41 45
Mega#: 24
Jackpot: 22 M

Fantasy 5
Draw Date: 1/4
17 19 26 30 39

Daily 3
Draw Date: 1/4
EVENING: 0 6 5
Draw Date: 1/3
MIDDAY: 7 9 9

Daily Derby
Draw Date: 1/4
1st: 01 - Gold Rush
2nd: 03 - Hot Shot
3rd: 08 - Gorgeous George
Race Time: 1:45.91

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