



THE COMMONWEALTH OF MASSACHUSETTS
STATE RECLAMATION & MOSQUITO CONTROL BOARD
**CENTRAL MASSACHUSETTS
MOSQUITO CONTROL PROJECT**

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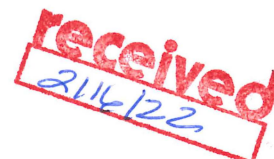


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EXECUTIVE DIRECTOR
TIMOTHY D. DESCHAMPS

February 14, 2022

Marlboro Department of Health
140 Main St.
Marlborough, MA 01752



This letter and attachment shall serve as notification of aerial application of mosquito control larvicides under 333CMR13.04(7)(a)(b) with a legal advertisement placed in the Boston Globe on February 11, 2022.

Under this regulation: "Within seven calendar days of publication, a copy of the notice shall be provided to the Department and the Board of Health in the municipality where the application is to be made." The enclosed notice is the official tear sheet.

We anticipate the application to occur in mid-May 2022 in similar areas as in 2021, and we will be in contact with a firm date and more information as soon as possible. Thank you for all your assistance in this program.

Sincerely,

Timothy D. Deschamps
Executive Director

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Swastika, racial threats at Curry

Incidents follow other hate speech

By Jeremy C. Fox
GLOBE CORRESPONDENT

Racist and antisemitic graffiti were found Tuesday inside men's restrooms in the athletic field house and a dormitory at Curry College in Milton, where authorities have been investigating a rash of hate speech scrawled in campus buildings since late last month, according to officials.

The messages included a swastika and a threat against Black members of the campus community that gave a date of Saturday, Feb. 12, according to a Thursday statement from the college.

Milton police and the college's Department of Public Safety have increased surveillance and staffing on the campus and adopted other strategies to protect students, according to the statement.

"We have been aggressive in sharing information about these incidents with our community so that we can work collectively to assure a safe environment," the college said.

A Milton police spokesman could not immediately be reached for comment.

Only a week before the graffiti were reported, college officials held meetings with concerned students to discuss previous incidents of hate speech found written on campus properties, including swastikas and "hateful language" found in a dormitory laundry room on International Holocaust Remembrance Day, the Globe reported.

"We are proud of our students and community members who are coming together to stand up against racism and antisemitism," the college said Thursday.

College officials said they would do everything possible to identify the person or people responsible for the graffiti and to keep the campus safe.

"Curry College is an inclusive community where embracing differences is essential to creating a safe and welcoming environment for exploration and learning, as well as personal and professional growth," the college said. "It is therefore both enormously disheartening and disturbing that our school community has been violated by hateful symbols and threats."

Jeremy C. Fox can be reached at jeremy.fox@globe.com. Follow him on Twitter at [jeremyfox](https://twitter.com/jeremyfox).



MBTA video showed on Sept. 26, 2021, people at Back Bay station falling after an ascending escalator went backward.

Advocates warn panel not taking strong role

► MBTA Continued from Page B1

At times, revisit these things periodically."

None of the directors asked about the series of recent safety incidents at the MBTA, including the Green Line crash in July that sent 27 people to the hospital and the escalator malfunction at Back Bay.

The T's deputy director of safety oversight and planning, Matthew DeDonato, reviewed recent escalator injuries throughout the MBTA system. Since 2019, there have been 117 incidents that injured 131 people, he said, and 110 of those incidents injured just one person. Twelve of those incidents happened at Forest Hills station, 8 at North Station, and 7 each at Ashmont, Back Bay, and Maverick, he said.

DeDonato said the MBTA safety department is conducting an audit of its escalator contractor Kone's compliance with the agency's safety plan. The audit should be finished in the next five to six weeks, Catsos said.

The Sept. 26 malfunction was not the first time an ascending MBTA escalator suddenly stopped and accelerated downward. A Globe review of court documents and news archives found three nearly identical incidents since the mid-1990s and a fourth alleged in a lawsuit.

Kone has been the MBTA's escalator contractor since 1999. The company's most recent five-year, \$42 million contract with the T expires in June of this year. The MBTA claimed last month Kone is withholding information about the Sept. 26 malfunction at Back Bay, according to a copy of a memo obtained by the Globe through a public records request.

When the Globe contacted Kone about the memo last month, the company declined to comment citing a lawsuit it's facing about the Back Bay malfunction.

Board chair Betsy Taylor said the board takes its charge very seriously.

"That's why Directors have been spending much of their time learning everything they can about the myriad of challenges facing the Authority," she

said in a statement. "On top of meeting their fiduciary and statutory obligations, Board members receive many updates from multiple MBTA departments on matters of public interest. It is the important process of information-gathering that assists the Board's ability to make informed and reasoned decisions that impact hundreds of thousands of daily T riders."

Jarred Johnson, executive director of advocacy group Transit Matters, said the public is used to the deep level of transparency and engagement of the T's previous oversight board, the Fiscal and Management Control Board, that expired last year.

"There were a lot of advocates around the country jealous and impressed with the level of access and engagement and how deep the FMCB went," he said. "It feels like the T has made incredible strides — but they are not at the point that you can have a board this hands off."

The previous board articulated a clear vision for aspects of the T, advocates said, including a reduced fare for all low-income riders. The current board has yet to articulate its stance on a low-income fare or any other particular policy, advocates said.

"The FMCB is an example of how a board can build trust with a community," Thompson said. "They asked hard questions, they did more than review slides and give a thumbs up and that produces results."

Former state secretary of transportation Jim Aloisi said the MBTA's new board does not have the same directive as the FMCB, which was created in the aftermath of the T's shut down during a series of blizzards in 2015. Still, he is concerned that the new board is not taking enough of a hands-on approach.

"A governing board is supposed to govern," he said. "It should govern in a way that inspires the confidence of riders and advocates... We can only do that with engagement and transparency, and the jury is out on that."

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