



MAY, 2020

## Covid-19 and the Heavy Construction Industry

In these unprecedented times when truly every institution throughout America has been severely affected and is being forced to adapt quickly, I felt it appropriate to adjust the lead article in **Holing Through** to reflect on the medical and economic downturns in the past that have influenced the heavy construction industry. I trust this will create somewhat of a mental springboard for you, the leaders of our heavy construction industry, to reflect on the past and contemplate the future in order to best prepare a position for your companies to prosper in the “After Corona” timeframe.

The following is a recent paper authored by Bob Prieto, a member of the National Academy of Construction and Chairman/CEO of Strategic Program Management LLC.

“Covid-19 Realities for Infrastructure” by Robert Prieto:

In 2019 the federal government spent \$96 billion on infrastructure of which \$67 billion were transfers to the states. State and local infrastructure spending totaled \$162 billion in 2017 excluding federal transfers. In real terms total infrastructure spending has declined and there has been a shift towards increased spending on infrastructure operation and maintenance and away from spending on capital projects. We are spending much more money to ensure our existing infrastructure systems are functioning properly(60%) and much less on building out new systems or carrying out other significant upgrades(40%). With 63% of infrastructure spending directly financed out of state and local budgets, the anticipated holes in state and local budgets caused by Covid-19 have the potential to have significant impacts. These budgetary pressures are a combination of increased healthcare and unemployment costs but also revenue shortfalls in income and sales tax as well as infrastructure specific revenue sources such as gas taxes; road, bridge and tunnel tolls; and lost aviation landing fees and concession revenues. The Covid-19 challenge comes against a backdrop of a growing infrastructure gap (ASCE Report Card: \$2 trillion gap over 10 years of the \$4.6 trillion required to achieve a state of good repair) and an aging labor force that represents a significant portion of all workers nationally. Estimates from 2018 found that nearly 17.2 million workers—or about 12 percent of all workers nationally—are employed in infrastructure jobs. While budgetary support focused on addressing the broader state issues is essential, it is unlikely that it will fully address infrastructure’s needs in the short to medium term. Currently about 13% of state and local direct expenditures go towards infrastructure including highways and roads (6%); sanitation and sewage (5%); air transport (1%) and public buildings (1%). This 13% stands in line behind public welfare (22%); elementary and secondary education (21%); higher education (10%); health and hospitals (10%); and police and corrections (6%, the same as the largest of the infrastructure categories).

So what are the possible realities and alternatives for the nation’s infrastructure? One possible future is state and local budget holes that are more manageable and filled adequately in the short to medium term by federal grants, targeted or untargeted. More likely futures will see this backfilling to be far less complete. Under these futures infrastructure’s competition with other state and local expenditure categories will be fierce. Independent of available funding our approaches to the prioritization, delivery and funding of infrastructure will require a comprehensive reexamination. Our approach to prioritization of infrastructure spending requires re-examination and increased transparency in a resource constrained environment. Our basis of design must shift to an increased focus on life-cycle factors or in the future 100% of the available funding will be consumed ensuring our existing infrastructure systems are functioning properly with no room for improvement or expansion. Increased development and deployment of performance-based standards will provide the necessary framework for innovation and enhanced resilience for a future event of scale. Finally, our execution and funding approaches must fully engage the private sector and private capital. Covid-19 has unlocked our current paradigm, one which saw our nation’s infrastructure continue to fall further and further behind a state-of-good repair. We must ensure that we re-form that future around the new paradigm we require. We have the talent, energy and economic strength to do so. Do we have the will and leadership that we need?

In light of the above overview of infrastructure spending in recent years, which will now be further challenged by Covid-19 emergency spending, the following is an attempt to summarize and establish a timeline correlation between past economic recessions and medical pandemic periods in our history. This may better enable our Moles Members to foresee what the near future may bring in the upcoming months and years following the current Covid-19 pandemic.

(continued on pg. 4)

# January 29, 2020 Awards Dinner

Our 80<sup>th</sup> annual Moles Award Dinner was a well attended event, which featured Steve Kroft as our Principal Speaker. Steve shared with us how he appreciated the many construction masterpiece projects throughout the world he was able to visit during his 40-year career as a reporter for the *60 Minutes* weekly news documentary. From the Channel Tunnel project under the English Channel, the Lange Hadron Super Collider tunnel project in Switzerland and sighting numerous other mega projects, Steve was amazed at what he witnessed first-hand constructed by our industry during his career.

Lt. Gen. Todd T Semonite (*picture below, left*) joined us at the Jan. 29 Dinner and was seated at the Dais. He was also extended the opportunity to address our guests and did so early in the program. In light of the subsequent Covid 19 pandemic that was about to happen merely 6 weeks later, I would like to share some highlights of General Semonite's words that he shared with us that evening.

Merely weeks later the Army Corp of Engineers lead by General Semonite would be called to perform a herculean task in NYC and cities around the country to construct temporary hospital facilities to care for Covid-19 patients in areas most affected by the pandemic. The Moles salute the US Army Corps of Engineer's efforts and wish to thank General Semonite for his many years of service!

*"The Moles' investment in future engineers through your Student Day events and outreach has been hugely successful and has formed an extremely valuable partnership between our two organizations. These on-site events give West Point cadets and engineering students a real-world view of your leadership and construction methods which help build the future force of the United States Army Corps of Engineers.*

*We are the nation's engineers solving the toughest challenges since before America was a nation. We are a world-class, globally engaged force of 36,000 civilians and 800 uniformed service members providing support to more than 110 countries and right here at home. In addition to the Corps of Engineers, more than 90,000 engineering soldiers*

*serve with the active-duty Army, Reserves and National Guard Engineer regiment. Our missions are diverse, general engineering, construction, geospatial services, not only for the Army, but for many other governmental agencies and foreign nations. Our troops are still on the frontline, tonight, protecting our nation in dangerous places around the world but always proud to be able to keep America safe and strong.*

*The Corps of Engineers exist to provide vital public and military Engineering Services to Strengthen our nation's security, energize our economy through civil works and reduce disaster risk. This year alone USACE has been called to deliver a massive portfolio of 66 billion dollars. Our strategy is to use this opportunity as a driver to streamline delivery, reduce bureaucracy, empower our subordinate leaders while continuing to remain relevant and ready for the challenges of tomorrow. For more than 244 years USACE has adapted to meet the challenges of the day and today is no exception.*

*Our efforts simply represent the next chapter in our remarkable journey, a journey we take with you and many of our partners and stakeholders throughout the world. We cannot do this alone. We cannot be world-class without world-class partners. We rely heavily on partnerships with organizations like The Moles to push us to higher levels. We bolster our credibility by reinforcing important relationships with legislators, stakeholders, and industry. I tell our guys, 'We continue to build concrete and steel every single day but the most important thing we build is relationships and partners.' Honest, candid communication with The Moles and industry teammates allows us to achieve the vision of engineering solutions for the Nation's toughest challenges.*

*We must anticipate future conditions, take decisive action today, so we can always be ready. Thank you again for inviting me to honor two amazing engineers, Jim Marquardt and Fletch Creamer and their contributions to the greatest profession and we look forward to having more of you work with the Corps of Engineer team- Building Strong, Army Strong."*



# January 29, 2020 Awards Dinner

(con't. from pg. 2)

Subsequently we heard formidable words of acceptance from the 2020 Non-Member Awardee, **J. Fletcher Creamer Jr.** He thanked his entire family for the many years of their combined efforts to allow J. Fletcher Creamer & Son Inc. to prosper. Fletch's words were most appreciated by the guests in attendance. To close the evening **Jim Marquardt**, 2020 Member Awardee, offered his most gracious words of thanks for the honor to receive this most prestigious Award. He elaborated on how a host of iconic Moles members mentored him during his long tunneling career, enabling him to grow both personally and professionally, which ultimately contributed to this deserved recognition.



Above, left: Presenter Peter O. Shea Jr. and Member Award Recipient James M. Marquardt

Above, right: J. Fletcher Creamer, Jr. received his Honorary Membership Certificate from Moles President Christine Keville

Opposite page, below left: Lt. Gen. Todd T. Semonite

Opposite page, below right: Awards Chairman Al Daloisio, President Christine Keville and Principal Speaker Steve Kroft

Below, left: Peter O. Shea Jr., Jeffery Salai, James M. Marquardt & Joseph A. Ferrara



Above: Creamer brothers Glenn, J. Fletcher Jr. and Dale; Dale presented Fletch with the Non Members Award scroll.

# Covid-19 and the Heavy Construction Industry (continued from p. 1)

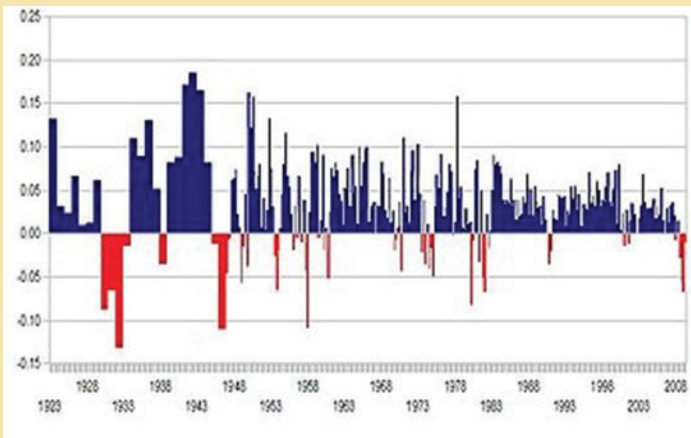
There have been as many as 47 recessions in the United States dating back to the Articles of Confederation and although economists and historians dispute certain 19th-century recessions, the consensus view among economists and historians is that "The cyclical volatility of GNP and unemployment was greater before the Great Depression in the 1930's than it has been since the end of World War II." [Industrial production, consumer consumption, business investment, and the health of the banking industry contributed to the all the declines.]

Immediately following WWI, severe hyperinflation in Europe took place due to the production of most goods being concentrated in North America. The recession was brief but was a very sharp recession mainly caused by the effect of the end of the necessary wartime production effort, along with an influx of labor from the returning troops.

Another recession in 1921 began a mere 10 months after the post-WWI recession as the economy continued working through the shift to a peacetime economy. The recession was short, but extremely painful. The year 1920 was the single most deflationary year in American history; production, however, did not fall as much as might be expected from the deflation. GNP declined as greatly as 7 percent, while wholesale prices declined by as much 36.8%. The economy eventually had a strong recovery following this recession in 1921. The following decade beginning in 1921 until the Great Depression, an era commonly referred to as the Roaring Twenties, enjoyed an expanding economy which fostered an era of economic optimism.

Ironically there was a short period of a mild recession at the midpoint of the Roaring Twenties but was thought to be caused simply from Henry Ford closing production in his factories for six months to switch from production of the Model T to the more modern Model A. Simply another example of how closely related the automobile industry has always been with general America's overall economy.

The average duration of the 11 recessions between 1945 and 2001 was 10 months. Recessions after WWII may be compared to each other much more easily than previous recessions because of economic data being more frequently recorded and thus available. One notable fact is that often the unemployment rate reaches a peak associated with a recession well after the recession has been declared officially ended. Following the severe Great Depression, the post-World War II economy has seen long expansions and, for the most part, less severe recessions than in earlier American history.



The chart at left shows the Annualized GDP changes from 1923 to 2009.

No recession of the post-WWII era has come anywhere near the depth of the Great Depression. In the Great Depression, GDP fell by 27%; the deepest recession since began in December 2007, during which the GDP fell 5.1% as of the second quarter of 2009 and unemployment rate reached 10%.

In 1973 an oil crisis, due to the quadrupling of oil prices by OPEC, coupled with the 1973–1974 stock market crash led to a stagflation recession in the United States. Later in the 70's the Iranian Revolution caused the price of oil to sharply increase around the world in 1979, causing a subsequent energy crisis. This was caused by a new radical regime coming to power in Iran, which exported oil at

inconsistent intervals and lower volumes thus forcing prices up. Tight monetary policy in the United States to control inflation led to another recession in the early 80's followed by a lengthy peacetime economic expansion through the 1980s, inflation began to increase, and the Federal Reserve responded by raising interest rates from 1986 to 1989. While this did not stop growth, the economy was significantly weakened by a combination of the subsequent 1990 oil price shock, the eventual debt accumulation during the 1980's and growing consumer pessimism, producing a brief recession.

The years following 1990 proved to be the longest period of growth in American history to that time. However, the collapse of the speculative dot-com bubble, a fall in business investments in 2001 and the September 11th attacks, brought the decade of growth to an end. Despite these major shocks, the recession was brief and proved to be relatively shallow.

## Epidemic vs. Pandemic:

An **epidemic** is a disease outbreak in which many people in a community or region become infected with the same disease. This can either be because the disease has been brought into the community by an outside source or because a pathogen (a virus or bacteria) has changed in a way that enables it to evade a community's natural immune system due to past exposure, sometimes referred to as herd immunity. A **pandemic** is an epidemic that spreads throughout the world, as influenza did in 1918. Pandemics may involve an old disease, such as smallpox or the bubonic plague, or they may occur when a new disease or a mutated form of an old disease develops and spreads such as we are experiencing currently with Covid-19.

# Covid-19 and the Heavy Construction Industry (continued from p. 4)

The chart below highlights major medical **Epidemics and Pandemics** from the beginning of the 20<sup>th</sup> Century:

1903	Ithaca, NY; USA	Typhoid Fever. Typhoid Mary infected 53 (officially) but the final number may have been over 1400.
916	Nationwide	Polio (infantile paralysis). Over 7000 deaths and more then 27,000 cases reported.
1918-1919	Worldwide pandemic. More soldiers were hospitalized during WWI from this infection than from wounds. [last great pandemic – 1 billion infected; 500,000 Americans dead, 20 to 50 million worldwide]	Influenza "Spanish Flu" "Spanish Lady"
1952	Nationwide	Polio. 3300 dead, over 57,000 cases reported.
1957-1958	Worldwide pandemic. [70,000 deaths in the U.S.; over 1 million world-wide]	Influenza "Asian Flu"
1962-1965	Worldwide pandemic affected as many as 12.5 million, causing deafness, blindness; approx. 30,000 babies in the US born with defects due to mother's infection.	Rubella (German measles).
1968-1969	Worldwide pandemic. [34,000 deaths in the U.S.; over 750,000 worldwide]	Influenza "Hong Kong Flu"
1976	Fort Dix, NJ, caused widespread panic that a pandemic similar to 1918 was imminent. Caused massive inoculations in the U.S.	Influenza Scare "Swine Flu"
1977	Worldwide pandemic.	Influenza Scare "Russian Flu"
1983-present	Worldwide pandemic (near 100% fatalities). Jumped from monkeys to humans.	Human immunodeficiency virus (HIV)
1889-1991	MD then nationwide	Measles
1993	Spread from the Four Corners region of the U.S. Southwest (near 50% fatalities).	Sin nombre virus (Hantavirus)
1997 & 1999	Worldwide pandemic.	Influenza Scare "Avian Flu"

The Pandemic of 1918 tragically killed 500,000 Americans and an excess of 20 Million people worldwide. It is this pandemic that is referred to frequently by our President during his current news conferences. Here are several frightening facts concerning the 1918 Pandemic commonly referred to as The Spanish Flu:

Influenza is a disease that exhibits miserable symptoms, serious life-threatening complications, especially in infants, the elderly, and in people whose immunity is weak. Like smallpox, influenza is a very old disease. In 412 BC, Hippocrates, the Greek physician who is known as the "Father of Medicine," recorded an epidemic of an infection resembling flu that wiped out an entire Athenian army.

According to the historian Adolph A. Hoehling, among the first cases in the 1918 pandemic were two cavalrymen who suddenly took ill at Fort Riley, Kansas, on March 11, 1918. By noon that day, 107 men were in the hospital; by the end of the week, 522 cases had occurred. Baltimore, Maryland developed 20,000 cases over one night, and the city of New Orleans was so stricken that it had to shut down. As Hoehling describes in his book, *The Great Epidemic*, both individuals and governments were gripped with fear and took extreme measures to try to stop the disease from spreading. Many cities closed theaters and schools. Some communities shut down completely until the worst had passed. Reportedly over twenty million people died, representing the highest mortality for any influenza pandemic in recorded history.

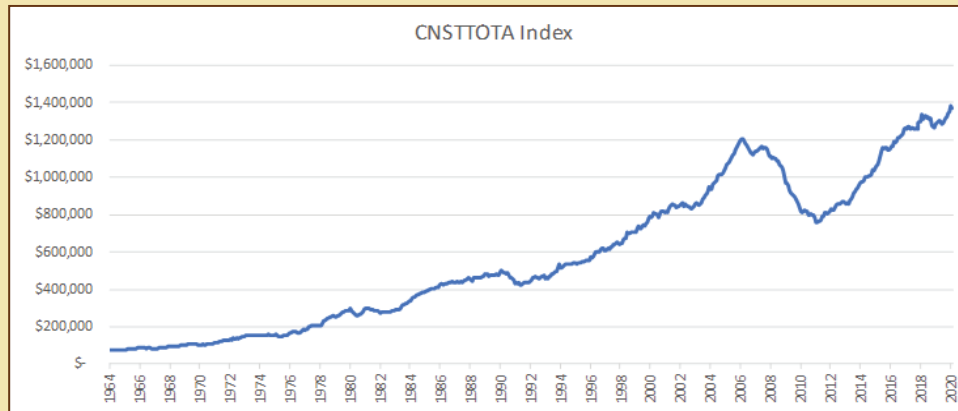
Some tenacious scientists are still trying to understand what happened in that pandemic. In September of 1997, the *New Yorker* magazine reported that a group of researchers are examining tissue samples from seven Norwegian men who died during the Pandemic in an attempt to crack the genetic code of the Spanish flu. They believe that the virus may have originated with a wild duck, then mutated in the duck to a form that could infect and thrive in humans. Avian species (ducks, birds) are known to carry most of the known strains of the flu. Pigs also play a large role in incubating and shaping viruses for the human species.

## **CONSTRUCTION ACTIVITY FOLLOWING PERIODS OF ECONOMIC RECESSIONS AND PANDEMICS**

The following is an attempt to establish a connection between the annual construction volume as it relates to economic recessions and/or medical crisis. Please remember that additional political factors may have also contributed to the relation of a medical epidemic, pandemic and/or economic recessions occurring in the adjacent time period.

# Covid-19 and the Heavy Construction Industry *(continued from p. 5)*

Below is a graphic depiction of construction dollar volume activity since the early 60's for general construction spending on an annual basis. The numbers in the spreadsheet are reported in millions, so the most recent figure is roughly \$1.4 trillion.



## Summary of Construction Activity Turndowns

A major downturn in construction spending occurred in mid-1966 shortly after the Rubella/German epidemic ended in late 1965. On the political front, the US escalated involvement in Southeast Asia diverted significant financial resources away from domestic construction. The Vietnam conflict proved to be a major factor that would continue to divert resources away from domestic construction spending over the next several years.

The Hong Kong Flu crisis ended in 1969 and subsequently in the Spring of 1970 there was a major downturn in construction spending. The political turmoil associated with the efforts to end the Vietnam War no doubt was also a contributing factor.

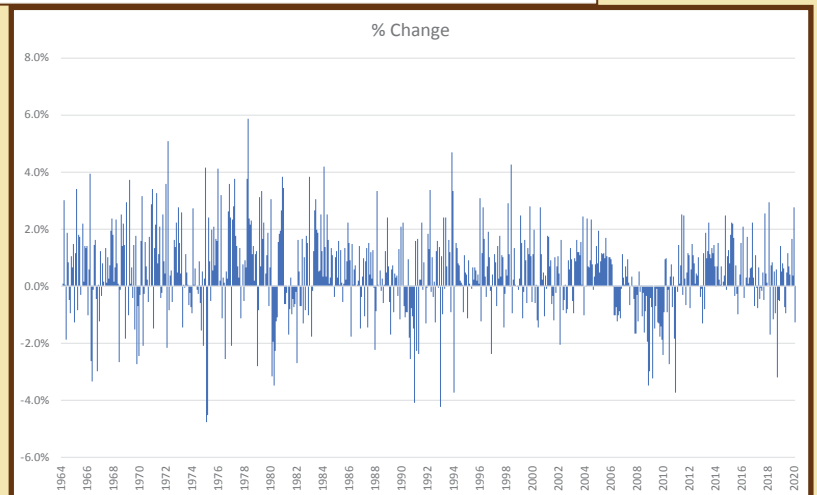
In late 1974 through early 1975 there was a major downturn in construction spending. Economists feel that the root cause was the 1973 Oil Crisis coupled with the 1973-74 stock market crash which caused domestic construction spending to be curtailed significantly.

Very early in 1979 to mid-1980 there was a significant decline in construction spending immediately following the Russian Flu pandemic at the same time as the Iranian revolution, where Iran sharply raised the price of oil around the world causing a major oil shortage crisis beginning in 1979 into 1980.

In early 1993, there was a significant decrease in capital spending which very well may have been due to another oil price jump that occurred with significant debt accumulation from the prosperous 80's in conjunction with a growing sense of consumer pessimism.

Following the attacks to the World Trade Center in September 2001, there was a downturn in construction spending lasting approximately 6 months which began later in mid-2002. This construction slowdown may be somewhat related to the shifting of infrastructure funding away from conventional construction spending to more technical based security hardening spending to strengthen security.

Between November 2008 and April 2009 there was a drastic decline of nearly 12% in construction spending. The economic downturn was the immediate result of the Banking Failure Crisis that erupted in 2007/2008. Of special note, the downturn in construction came almost immediately following the announcement of numerous banking failures. Most of us will recall fleets of



heavy equipment typically dedicated to support projects became idle almost overnight in most contractors' yards for several years. This slow down continued until sometime during 2010-2011 when the industry started to recover mainly due to federal government intervention.

Starting in 2011 until January 2017, there were significant increases in construction spending. While the graph also clearly shows that from January 2017 through January 2020, construction spending experienced some positive movement, it was coupled with nearly equal downturns in construction spending. Close examination of the final several years of the graph shows a slight overall increase in construction spending but not a consistent pattern of growth.

With that in mind, take the time to review the initial article published by Bob Prieto which clearly discusses the Infrastructure Spending Gap that we have been experiencing over the last 3 years. This may shed some light on what Moles members and the industry have been experiencing during the last 3 years.

On a personal note, I hope you find helpful this historical overview of the various aspects and trends over the last 75 + years that have formed the current complex maze on which the heavy construction market of today is based. I encourage you to take time during these days while "sheltering in place" to formulate your own strategy on how to best prepare your company to prosper in the "New Normal" world of construction in which we will all find ourselves in the very near future.

Stay Safe and Best of Luck to all in the Future.

~ Tom

# May They Rest in Peace

**Alfred Beljan** passed away on March 20, 2020. Al was a graduate of the University of Cincinnati where he received a degree in Civil Engineering. A veteran of the U S Army Corps of Engineers, he served in Okinawa and Taiwan. Originally with Peter Kiewit Sons Co., he later founded Belbold Contracting Corporation in Bristol, PA., a construction firm that specialized in bridge and highway projects. A Moles member since 1991, his sons Mark and Paul are also current Moles members.

**William Deasy** passed away on January 7, 2020. Bill was a past President and CEO until 1988 of the Morrison Knudsen Company, succeeding Bill McMurren after Bill's untimely passing in 1984. With the shrinking of MK's construction volume in conjunction with their falling stock price, MK went into difficult times and eventually was purchased and taken over by the Washington Group in 1995.

**Joseph S. Finston** passed away on September 14, 2019. Joe, after serving in the U.S. Navy during WWII and graduating from UPenn, joined Kaufman Construction Company Inc. as a field engineer on the Chesapeake Bay Bridge. Subsequently with Kaufman Construction, Joe led major construction projects in the greater Philadelphia area. In 1964, he became President and CEO, a position he held for nearly 30 years. He spent much of his retirement years doing what he loved - hiking, skiing and enjoying the great outdoors.

**Thomas Gunn** passed away on November 19, 2019. In high school and then at Lehigh, Tom was an outstanding athlete, excelling in both football and baseball. Tom was recruited by NFL professional teams but joined the Army instead. Tom was inducted into The Moles in 1974, when he was with Bethlehem Steel, where he eventually led its NYC sales office.

**Thomas Holmes** passed away on October 9, 2019 in Naples, Florida. Following his service as a Navy pilot during WWII, Tom joined Ingersoll Rand, where he eventually became Chairman, President and CEO. Tom was known for his philanthropy, his love of horses and golf and will be missed by his large, extended family.

**Jerry Lastihenos** passed away on February 14, 2019. A Moles member since 1981, Jerry was Senior V P at Hazen and Sawyer, specializing in the Design of large sewage treatment plants in the NY tristate area.

**Richard Loughney** passed away on January 6, 2020. A graduate of the University of Pittsburgh, and MSCE from Harvard, Rich served in the Marines during WWII. He subsequently formed Loughney Dewatering located in Baldwin, NY which specialized in dewatering, soil stabilization and environmental remediation services.

**Mark McGowan Jr.** was an Army veteran serving during WWII and was a 1949 CE graduate of Manhattan College. Mark became a Vice President and Chief Engineer of the

Willetts Point Contracting Corporation, the successor company of Tully and DeNapoli. Mark was a member of the Moles for 58 years at the time of his passing in January 2018.

**William Moss** passed away January 21, 2017 at 81. A Moles member since 1976, Bill was recognized in 2016 as a 40-year, Life Member. A long-time resident of Alabama, Bill early in his career supervised the design and construction of the Alabama International Speedway in Talladega, the biggest, fastest and most competitive superspeedway associated with NASCAR racing. Bill was also Vice Chair of the International Motorsports Hall of Fame for over 25 years.

**Harvey W. Parker**, a Moles member since 2001, passed away on May 5<sup>th</sup> at his home in Bellevue, WA following a two-year battle with cancer. Harvey made significant civil engineering contributions and publications and was well known for his innovative approaches to CE projects including the Mount Baker Ridge Tunnel and metro systems across the US including Los Angeles, Washington D.C., New York, Boston and Chicago. He served as president of the International Tunneling Association & Underground Space Association (ITA) from 2004-2007. In 2019, he was awarded the *Lifetime Achievement Award* from the ITA.

**Albert Perini**, 81, passed away on February 25, 2020 at his home in San Rafael, California. Al grew up in Framingham, MA with his brothers Louis Jr. and David along with his 3 sisters. A Notre Dame and UVA graduate, he subsequently served with the Perini Corporation focusing on major dam and tunnel projects in the Western States and across six continents.

**Richard Robbins** died in May 2019. A son of a Mining Engineer, he grew up in Canada and Alaska mostly north of the Arctic Circle. With a degree in mechanical, civil and mining engineering from Michigan Tech, he was well suited to manage the Robbins Company leading the innovative development of the modern Tunnel Boring Machine. He will always be remembered as the pioneer who allowed the tunneling industry to progress to today's level of sophistication and efficiency.

**Richard Stapleton** passed away on December 30, 2019, at Yale University Hospital at the age of 83. Prior to his retirement in 2002, Dick was a CPA, practicing attorney and served as the EVP of Administration and Finance, Secretary and General Counsel at The Lane Construction Company, where he also served for many years as director of the company's board. He was a lifetime member of the Cheshire, CT fire department.

**Peter Van Winkelman** passed on July 23, 2019 in Southern Pines, South Carolina. Peter was inducted into the Moles in 1971 when he was president of D.W. Winkelman Co., a Syracuse, NY heavy construction company started by his father Dwight W. Winkelman. Peter was an accomplished equestrian who enjoyed playing polo and fox hunting.

# Winter Meeting at the Boca Beach Club!

It seems longer than three months ago, but Moles members enjoyed this year's Winter Meeting at the end of February, before Covid-19 closed down most of the country. Members and their guests enjoyed a Friday night dinner sunset cruise on the *Lady Atlantic* down the calm intercoastal, where Captain Austin showed off his nautical skills! (lower right, supervised by sister Kaiella, kids courtesy of Roly Acosta)

Jack Callahan, Mike McKenna and Paul Monte provided their insight on current tax law and design/build relationships followed by current hot topics on cannabis in the workplace and cyber security. Thank you for sharing your expertise! Saturday evening's dinner at The Blue restaurant was the perfect perch from which to view the sunset while sipping libations.

Join the fun next year, tentatively scheduled for **Feb. 25-28th, 2021!** The Calendar Event page on The Moles' website will be kept updated with details including a link for hotel reservations. As this issue went to print, The Moles are considering returning to the Boca Beach Club, whose amenities for foodies, families, golfers, spa-goers and those young at heart, not to mention arguably the best Pina Colodas on the East Coast, is a short flight away!



Kathy Groark, Terry Griffin and Diane Ellman are all smiles aboard the private charter *Lady Atlantic*!



Right: Mark Pelletier, Jack Tobin, Christine Keville, Bernadette Carroll, Mary Tobin, Kathy and John McNamara enjoying the sunset cruise!



**H**oling Through is published by The Moles three times a year. Please e-mail newsworthy updates to: Executive Director and Editor of *Holing Through*: Thomas J. Groark, P.E. [tgroark@themoles.net](mailto:tgroark@themoles.net). The Moles office is located at 50 Chestnut Ridge Rd., Suite 102, Montvale, NJ 07645. Office: (201) 930-1923. **While the office is complying with state mandates, Tom is always available on mobile phone: (201) 407-1959.**

The Moles website, [www.themoles.net](http://www.themoles.net), is a valuable resource for staying connected; view current calendar events, photos in the gallery, archived copies of *Holing Through* and a copy of the new 2020 Roster is available in the Members Section!

Awards Dinner photos courtesy of Robert Radske.