



CITIZENS FOR A BETTER EASTERN SHORE SHORELINE™

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Regionalism – Bureaucratic Buzzword ...or a Workable Concept for Rural Areas?

By Mary Miller

John Skipper, an old-school, 50-year reporter, wrote recently in the Mason City (Iowa) *Globe Gazette*: “One of the buzzwords I often hear in government circles is *regionalism*, which is code for ‘combining resources and cutting costs.’ And there’s nothing wrong with that.” But how does government make that work?

Unfortunately, for rural areas, the bureaucratic *regionalism* theory often fails to distinguish between urban and rural when it comes to applying the theory and appropriating the funds for success. Like any other new theory, the devil’s in the details.

Urban regions can use compact geography and population density to provide regional water and sewer, waste disposal, transportation and recreational facilities. But rural regions, like the Eastern Shore and the Appalachian counties of Virginia, are often challenged in creating regional services by the very different realities of geography and population that make urban regionalism possible. Rural projects seldom generate the profits required by private investment,

so public funding becomes necessary. The catch-22 is that projects must be seen as regional to attract public funding.

The Eastern Shore has some great regional successes – transportation; the ES Library system and its branches; tourism; and health care, especially for the mid- to lower-income population. Star Transit, with its current and expanding services, is perhaps the most visible success.

The challenge moving forward is that public funding for rural projects requires that the projects be labeled “regional” – the biggest bang for the *per capita* buck. So the challenge is not only how to show that a large percentage of the population benefits from a project, but also how a local project can fit into the regionalism profile – and how to create projects which, on the Shore, would be 76 miles long and a few miles wide, and to which both counties would agree.

Roadblocks to Overcome

Matthew J. Parlow, Marquette University Law School, writing on strategic planning and public policy, says this: “Unfortunately, [rural] regionalism has failed to be adopted on a meaningful scale because it is politically or practically infeasible.” And even less hopeful, an article in the *Journal of Rural Studies*¹ states this: “Rural communities in the United States typically have an aversion to governmental intervention.

Some of the key differences between typical value sets for rural versus metropolitan residents include strongly valuing land ownership, with interests both in being good stewards and in protecting their right to use the land as they wish.”

Paths to Success

A much more positive outlook comes from Brian Dabson of the Rural Policy Research Institute and the Center for Rural Entrepreneurship.²

In *Regionalism, Assets, and Entrepreneurship: The Future of Rural Economies*, Dabson puts forward this concept: “The landscape itself is an object in rural regionalism.” He states that the best chance of rural regionalism success begins with looking at the landscape as a primary asset. “The real economic value of the services of rural ecosystems are the wetlands, forests, barrier islands, and other natural systems providing billions of

See Regionalism, cont’d on p. 2

Errata

The article on “Eastern Shore Groundwater” in the February 2018 issue of *ShoreLine* stated, “Any operation ... that uses more than 30,000 gallons a month must apply for a withdrawal permit.” This should have read 300,000 gallons a month; we regret the error.

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dollars of benefits in the form of flood prevention, pollution mitigation, and biodiversity, as well as reducing the impacts of climate change. Protection and management of rural assets often take the form of efforts to improve local land use planning and decision-making.” Marketing and branding natural and cultural resources increase a region’s unique identity, appeal and competitive advantage.

Dabson recognizes that agriculture has been the mainstay of rural areas, and economic independence a major part of the rural culture, and that regional initiatives that enhance, combine, and build on those qualities have shown success. The “protection and management” of resource assets recognizes local and regional food systems plus the value of recreational and cultural tourism, which allows entrepreneurial businesses to offer visitors “participation in outdoor activities and the discovery of rural culture and heritage.”

Another agricultural component of rural regionalism success is economic development that **“transitions from resource-extractive to resource-based, with development of value-added agricultural products.”**

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Resist exporting old-forest timber for high-end foreign furniture manufacturing, or depleting the drinking water supply for corporate bottled-water production or industrial livestock farming. Instead, promote asset-based entrepreneurial businesses which create “activities and engagement for locals and visitors while preserving what makes the countryside so valuable.”

Local Projects Can Be Regional

The Regional Economic Development Plan (2017 to 2022), prepared by the Accomack-Northampton Planning District Commission, lists many of the same paths to successful rural regionalism initiatives as national research presents.

Identified regional goals include protecting and promoting natural and cultural assets; creating entrepreneurial opportunities; marketing tourism, recreation and the local food system, both agriculture and aquaculture; and encouraging value-added production. Projects which address groundwater and surface water protection, coastal resiliency, resource preservation, historic, natural, and archeological site studies, or community recreation facilities, even when an individual project is local, all advance regional economic development.

Projects like a community kitchen in an unused school in Accomack, a reappearance of the old bookmobile service, shoreline stabilization and creation of a new public beach in Northampton, an initiative to establish water rights as risks to the sole-source aquifer become known, rail and harbor improvements – no matter where they’re located, all now fit the Eastern Shore planning criteria of regionalism – and ought to be presented as regional when funding opportunities become available. 🐦

¹ www.journals.elsevier.com/journal-of-rural-studies

² www.rupri.org/Forms/Dabson_Looking_Forward.pdf



Photo by David Handschur

CLAMS & PASTA

– and a big Thank You to the folks who grow and harvest the shellfish we enjoy all winter long.

It’s a little early for steamed clams on the screen porch, but this may be the second-best, and second-easiest, plateful of clams to hold you over. The recipe is intuitive; each cook works personal magic with the ingredients. It’s a restaurant recipe and is usually prepared one portion at a time – but a 10” sauté pan works fine for this two-serving recipe.

2 servings of spaghetti, cooked to taste and kept warm (for gluten-free, use rinsed rice noodles)

2 dozen scrubbed clams

Extra-virgin olive oil, coarsely chopped garlic, chopped parsley, black pepper, chicken broth, white wine and butter

Heat olive oil over medium heat; when hot, add clams, stir frequently with wooden spoon. When clams start to open, add ½ to ¾ cup broth, a good handful of parsley and some pepper; cook ‘til all clams are open. Remove clams and keep warm; add splashes of wine to pan and cook to reduce at least by half (to 4-5 tablespoons). Return clams to pan, add small knob of butter to finish sauce. Add pasta to pan and toss energetically. Plate and serve with more parsley. And thanks again to the growers and harvesters. 🐦

Greenways, Bike Trails, and Bike Lanes

Submitted by George Mapp

There are many reasons why municipalities plan and build greenways and bike lanes. It's about promoting recreation that's healthy, free and open to everyone. It's also about tourism and jobs - putting our best foot forward to welcome visitors.

Off-road trails, sometimes called greenways, are not just for bikers; they are for walkers, runners, skaters, wheelchairs, and modified bikes for people with disabilities. Bike lanes along existing roads are primarily for bikes, but sometimes pedestrians use them as well.

We have many scenic places on the Eastern Shore that are suited for visiting on foot or by bike. We have wharfs, lighthouses and Coast Guard Stations; creeks, bay shore, salt marshes, corn fields, vineyards, and nurseries.

We have fun and healthy outdoor activities: oyster roasts and fish fries; hunting, fishing, birdwatching, kayaking, beachcombing, swimming in the surf, and of course, group bike rides such as the CBES Between the Waters tours, which last year celebrated its 25th year with 1,000 riders participating.

The Plan

A plan for a network of bike trails on the Shore was developed by the Accomack-Northampton Planning District Commission (A-NPDC): www.a-npdc.org/wp-content/uploads/2016/05/Bike-Plan-FINAL-DRAFT_4-September-2014_MinimumSize.pdf

The Virginia Department of Transportation (VDOT) requires this step before they will take on projects; VDOT also requires that localities request bike projects. Experience has shown that the best way to build bike lanes and trails is to incorporate them into state Department of Transportation projects.

The Plan calls for a north-south trail from the Chesapeake Bay Bridge-Tunnel (CBBT) to Maryland, including bike lanes along the Seaside and Bayside Roads, and a few other back roads; and along the Chincoteague causeway. The plan also identifies current safety issues: narrow back roads with no shoulders and high-speed traffic, and Route 13 crossings without traffic signals.

Who pays to mitigate safety risks and construct the lanes? Paved trails (typically asphalt) can qualify for federal funding at a rate of 80%. A 20% local-state match is required. Federal funds are administered through state departments of transportation, in our case, VDOT.

Southern Tip Bike and Hike Trail

We have the beginnings of a north-south rail trail. The Southern Tip Bike and Hike Trail is a 10-foot wide asphalt trail that starts at the Eastern Shore of Virginia National

Wildlife Refuge near the CBBT parking lot, and goes along Route 13 on a former railroad spur route that linked the old Air Force Base to Cape Charles.

The first segment of the bike trail is 2.6 miles. A second segment, extending the trail another 2.4 miles to Sting Ray's restaurant, is scheduled to be built this year. These two segments were funded by the US Fish and Wildlife Service and Northampton County through a VDOT grant initiated by A-NPDC.

The final segment of the Southern Tip trail is currently being planned. It is challenging because it crosses Route 13, either by a bridge or tunnel where the old railroad line crosses Route 13, or by extending the trail to the Cape Charles light. Curt Smith and Barbara Schwenk of A-NPDC have created a Facebook page with a video that shows the proposed routes: www.facebook.com/anpdc.org/

A public meeting was recently held in Cape Charles to present the plan and solicit public comments. The plan was then presented to the Northampton County Board of Supervisors at their January 22 meeting. At that meeting, the Supervisors indicated a preference for an off-road trail as opposed to bike lanes on road shoulders. If approved, completion of this trail will be a major milestone. Cape Charles and Cheriton residents and visitors will have a 16-mile round trip with side trips to the Wildlife Refuge, Kiptopeke State Park, and Custis Tomb; they can pop into a restaurant for something to eat along the way.

Extending the Southern Tip Trail Northward

Heading north from Cape Charles, there are three options: the railroad, Seaside Road, or the power line trail. Strips of land with one owner, such as railroads or utility corridors, are ideal for bike trails – instead of dealing with many landowners, a project can be completed with fewer meetings and negotiations.

North of Cape Charles, the railroad corridor is publicly owned by the Accomack-Northampton Transportation District Commission. It is leased to Bay Coast Railroad until 2036. The rail corridor is wide (66 feet) and once accommodated two tracks. There are two options for building a rail trail: replace the existing track with a paved trail, or add a trail next to the tracks – this is called rail-with-trail. Replacing existing track would be the best option, but would require the lease holder to give up the lease.

Railroad companies are typically wary of bike trails beside active railroads. Bike trails generate no revenue and present safety and liability concerns, so they would prefer to keep people away. However, trail advocates

See Greenways, cont'd on page 6

Shorekeeper Highlights Recent Efforts Relating to Poultry Expansion

by Sue Mastyl

At the January 19 Science and Philosophy seminar at Eastern Shore Community College, Jay Ford, Executive Director of Virginia Eastern Shorekeeper, described three areas of recent legal and scientific advances regarding poultry: discharges from the two poultry plants into local surface waters, air emissions from poultry grow houses, and groundwater withdrawal.

Ford noted, in describing the Shorekeeper organization, “at the heart of our work is the concept that clean water is a basic right and should be protected as such.”

Impacts at Poultry Plants

Ford noted recent reports, based on the EPA’s Toxic Release Inventory, that Accomack County has the third-most pollution per capita in Virginia, reflecting discharges from the Perdue and Tyson plants. Perdue “accounts for 95% of the toxic releases into the waters in Accomack County,” he added, although it is “trending downward,” with a recent upgrade to their wastewater treatment plant. Data from 2016 show 600,000 pounds of nitrates discharged into surface waters by Perdue, compared with 20,000 pounds by Tyson, which upgraded their plant in 2010. “For tracking purposes, 100% of the water pollution [from these plants] is nitrates,” he said. Both plants are permitted for these discharges; Perdue’s discharge drains into the seaside, with a “pretty significant” impacted area, while Tyson discharges into an “unnamed tributary” that drains into Pocomoke Sound. Since the Bay has a lower flush rate, the impact for this pollution is higher than equivalent nitrates on the seaside.

Ford described Shorekeeper’s role in the latest Tyson enforcement action. They flagged a December 2016 consent order for multiple violations at the Tyson plant over the previous two years. The size of the proposed fine (\$16,000) and the lack of a concrete mitigation plan in the Compliance Action Plan prompted Shorekeeper to submit comments and ask for the matter to go before the State Water Control Board (SWCB). The request was granted, and the SWCB rejected the consent order and sent it back to DEQ for a more robust fine and more concrete mitigation plan (see “Consent Order for Tyson Violations Rejected by State Water Control Board” in the August 2017 issue). Since Tyson had “stated the cost of properly maintaining the [discharge] pond would be \$1.8 million,” and the revised fine was \$26,000, “it was hardly surprising they chose to defer maintenance,” Ford said.

“Our goal at the integrator plants is simple,” Ford added. “We want them to follow their permits and continue to look for ways to further reduce their pollution footprint.” While Tyson has a larger impact nationally, Perdue has a bigger impact locally; in addition to discharges, the “cone of depression” from groundwater withdrawal at the plant “goes all the way to Wachapreague,” he noted.

CAFOs and Ammonia

A major issue of concern is air emissions from poultry houses (concentrated animal feeding operations, or CAFOs), which has gone unregulated until now. These emissions include ammonia and particulate matter (“a fancy way of saying litter and poop dust”), according to Ford. In late 2008, the Bush administration issued an exemption for CAFOs from reporting air emissions under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, or Superfund Act) and the Emergency Planning and Community Right-to-Know Act (EPCRA). Although EPA acknowledged that there was no doubt there was pollution, they argued it would be difficult to model the impacts, and so supported the exemption. However, in April 2017 the courts threw out the exemption and ordered EPA to begin getting farmers into a reporting system. The Egg and Poultry Association’s appeal in June 2017 was rejected, and EPA had issued guidelines for farmers to begin reporting on January 22. However, on that day, the current administration was granted a three-month stay by the courts until May 1; legislation was introduced in the Senate on February 13 to make this exemption permanent.

The reporting guidelines from EPA require any operations emitting more than 100 pounds of ammonia per day to report their emissions. Using EPA’s own tables, Ford noted that this threshold would be met by any single poultry house with more than 26,240 birds, while the newest houses hold 48,200 birds each. The EPA data (noted by Ford as “very conservative estimates”) show that a 24-house operation with 48,200 birds per house and 5.5 flocks per year will generate 4,400 pounds of ammonia per day, and 1.2 million pounds of ammonia per year, based on 269.5 days of occupancy per year.

Potential impacts from ammonia emissions, Ford continued, include water quality and community health.

See Shorekeeper, cont’d on page 5

“Clean water is a basic right and should be protected as such.”

– Jay Ford, Virginia Eastern Shorekeeper

EPA data show that a 24-house operation will generate 1.2 million pounds of ammonia per year.

Oyster Restoration Workshop

Submitted by Donna Fauber

On January 20, the University of Virginia's Anheuser-Busch Coastal Research Center (ABCRC) in Oyster invited K-12 teachers from Accomack and Northampton Counties to attend an Oyster Restoration Workshop. Each participant received approximately \$600.00 in instruction and supplies at no cost to the teacher or the schools. The workshop, along with the construction of an oyster reef on site, was funded by a sub-grant from the Chincoteague Bay Field Station and the Environmental Protection Agency.

The University of Virginia invited Laurie Sorebella from Oyster Reef Keepers of Virginia to instruct the teachers. Laurie is passionate about oysters and the "Schools Restoring Oysters to the Chesapeake" program. She gave a brief history of the oyster and a short biology lesson, followed by a hands-on demo. Laurie explained the various equipment and the proper procedures for monitoring and growing healthy oysters.

After receiving training, classroom teachers will be able to teach their students methods for monitoring water clarity, salinity, and water temperature; taking accurate measurements; and identifying oyster reef critters. Students will record data and report them to the Oyster Reef Keepers on a monthly basis.

Laurie also explained how to collect data from inside the classroom in order to circumvent logistical problems, as well as ensuring that the monitoring project is age- and ability-appropriate. At the end of the school year, teachers and students will have the opportunity to transplant their oysters onto a sanctuary reef on the Eastern Shore.

The sub-grant funds, along with matching funds from the University of Virginia and the Long-Term Ecological Project, not only provided teachers with all of the instructions and supplies needed to bring oyster restoration to their students, but the grant also funded the oyster castle material for the construction of a demonstration reef at the ABCRC. This reef, as well as the Oyster Restoration Workshop, are part of an initiative to "Educate for Sustainable and Resilient Communities."

Restoring oyster habitat to Shore waters is a rewarding activity and is adaptable for students of various ages and capabilities. If you are a teacher, parent, or student and are interested in finding out about future workshops, please email dhf4k@virginia.edu and ask to be put on the mailing list. The ABCRC hosts various workshops during the year, and many are free for Eastern Shore of Virginia educators.



Participants in a recent Oyster Restoration Workshop constructed a demonstration reef at the ABCRC.



Shorekeeper, *cont'd* from p. 4

Airborne ammonia is deposited into nearby surface waters, either onsite or downwind; according to the Chesapeake Bay Program, ammonia emissions from livestock and poultry operations "account for one third of the airborne nitrogen that is polluting the Bay." Community health concerns include asthma; Ford cited a recent Maryland report showing a fourfold increase in asthma rates in Wicomico County over the national average. The Maryland legislature is currently considering the Community Healthy Air Act, which would direct the state to monitor and study the impacts of CAFO air emissions on community health.

Groundwater Withdrawal

As discussed in the February 2018 issue (see "Eastern Shore Groundwater – Numbers Show Disturbing Trends"), there are currently no CAFOs with groundwater withdrawal permits. During the recent voluntary program, DEQ received applications for 41 of the 83 operations; they are pursuing the remaining operators to get them into compliance. Currently, the total groundwater withdrawal from the Yorktown-Eastover aquifer in both counties is estimated from existing permits at 10.4 million gallons a day (MGD); DEQ estimates the current CAFO operations will add an additional 3.1 MGD, in Accomack County alone. The recharge rate is estimated at 9 MGD.

Ford added that the groundwater withdrawal permits for each operation will be put out for a 30-day comment period, and that DEQ has the authority to require mitigation plans if needed. Shorekeeper will also be asking for hearings for each of these permits.



Greenways, *Cont'd from p. 3*

point to existing trails that have been implemented successfully. According to a 2013 study by the Rails-to-Trails Conservancy, a nonprofit advocacy organization, there were 161 rails-with-trails in 41 states at that time: www.railstotrails.org/resourcehandler.ashx?id=2982. During the 20-year period of the study, they found only one record of a fatality involving a rail-with-trail user and a train, and just two reports of injury.

There is at least one benefit of rails-with-trails to a railroad company – as a service road for repair and maintenance operations. Also, a paved bike trail could serve as an emergency vehicle route if Route 13 is ever blocked, a real concern during evacuations.

The second option is Seaside Road. (Bayside Road is not an option because it begins further north, at Machipongo.) Seaside Road is scenic with low-volume traffic, but also is narrow, with a fast 55-mph speed limit. There is a 1-mile gap of Seaside Road in the town of Accomac.

A third option is the power line trail, which runs parallel to the railroad and Route 13 through fields and forests. Its main drawback is the expense of acquiring the land rights from the many landowners involved.

Chincoteague

The other place on the Shore that has existing bike trails is Assateague Island. Chincoteague has several businesses that rent bikes for around town and for the Chincoteague National Wildlife Refuge, where there are 7.5 miles of trails through maritime forest and marshland. The town of Chincoteague has a bicycle plan; however, there are no bike lanes, and in some places, no shoulders, on the causeway leading to the island.

Conclusion

A big milestone has been accomplished – establishing a plan for the two counties. VDOT has a goal of providing 2% of its paving budget for paved shoulders – this will get us part-way to a goal of universally bike-friendly roads. It won't happen overnight. It took Portland, Oregon, 35 years to expand its bike network from 15 to 420 miles. If we can complete the Southern Tip Trail, that will be a second major milestone.

Yes, trail building is about asphalt and intersections and rights-of-way and bridges, but trails are really about much more: getting outdoors, seeing places, really experiencing them. They enable us to show off our best assets, outdoors. It's about farm stands with snap beans, asparagus, and cool, sweet watermelon. It's about gulls laughing and swooping down behind tractors plowing a field. It's ospreys, eagles, falcons, kingfishers, sandpipers, and wild ponies. It's a celebration of Eastern Shore life.



Keeping Track Bike Tour Survey Results

The 2017 Between the Waters Bike Tour, sponsored by Citizens for a Better Eastern Shore, hosted 1,003 riders – our largest event ever. Plus, almost 400 riders enjoyed the sold-out Oink and Oyster Roast at the Sunset Beach Resort. All told, Bike Tour participants spent nearly \$300,000 while they enjoyed their time on the Shore.

CBES survey of riders had a 40% response rate, nearly triple the average rate, and which represented 566 of Bike Tour riders, including joint responses by couples. Result information included not just spending details, but also home place of riders, the importance of word-of-mouth and internet promotion, an overwhelming approval of the event, and the intent to return every year. A majority of respondents were from off the Shore – most from other parts of Virginia and the Mid-Atlantic region.

More than half the respondents stayed overnight on the Shore, almost all spending two or more nights in motels, inns, B&Bs, house rentals and campgrounds. They enjoyed local restaurants and recreation, used local services, and shopped at local businesses.

The figures point to the direct effect of the event on the local economy; however, the initial spending creates additional local economic activity long after the cyclists go home. Since Bike Tour spending is almost exclusively with local Shore businesses, which don't send profits to off-the-shore corporations, the well-known "multiplier effect" would predict that the more than a quarter-million dollars spent during the Bike Tour is likely to remain and recirculate in the local economy. The CBES Bike Tour appears to be one of the largest revenue-generating, one-day annual events on the Shore.

Coastal Resilience Tool Workshops

The Nature Conservancy invites you to join one of two free, hands-on workshops to learn to use the interactive, online Virginia Eastern Shore Coastal Resilience tool. This tool was designed to meet local community needs with regards to visualizing and assessing local vulnerabilities to storm surge, sea-level rise, and changes to coastal habitats. The workshops will consist of hands-on, structured exercises led by a team of experts that have been working diligently to build this customized tool and apps to meet the needs of stakeholders, community leaders, and educators over the past three years.

Tuesday, March 6, 5:00-8:30 PM • Chincoteague H.S.

Wednesday, March 7, 5:00-8:30 PM • Kiptopeke E.S.

Pre-registration is required. Contact Margaret Van Clief at mvanclief@tnc.org or (757) 414-9227 to register.

See Keeping Track, Cont'd on page 7

Keeping Track, cont'd from p. 6

Bill to Protect Sole-Source Aquifer Dies in Senate

Senate Bill 520 Summary: *“Nonagricultural irrigation wells prohibited outside surficial aquifer. Prohibits any person from constructing a well in a ground water management area for nonagricultural irrigation purposes except in the surficial aquifer.”*

There are two Groundwater Management Areas (GMAs) in Virginia – the Eastern Shore is one, and “all other areas east of Interstate 95” is the other. Only the Shore’s GMA has a sole-source aquifer – a deep aquifer, the only source of drinking water, rainwater the only recharge supply, extremely slow to recharge and already having more draw-down than recharge. The Bill would have required golf courses, resorts, commercial and institutional complexes, etc., to use the surface, or shallow aquifer for irrigation, in exchange for a streamlined permitting process.

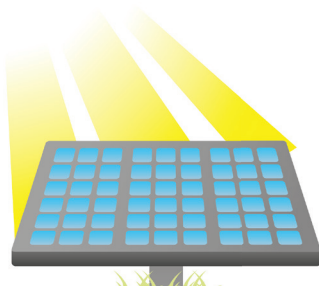
The Bill survived a narrow vote out of the Agriculture, Conservation and Natural Resources Committee and went on to the state Senate. It was defeated there, 22 to 18, on a straight party line vote.* Shore Senator Lynwood Lewis (D) voted in favor. Senator Tommy Norment (R), whose District previously included the Shore (with its sole-source aquifer), and Senator Jill Holtzman Vogel (R), of Clarke County, (whose district contains the only other Virginia sole-source aquifer designated in EPA Region 3**), both voted against the Bill. A search of the Minutes fails to reveal what motivated a strictly partisan vote against protecting a community’s drinking water source.

*<http://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+SB520>

**<https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b>

Accomack County Installs Solar

Accomack County recently installed a 38.4-kilowatt solar photovoltaic system for the Parks and Recreation Department at Sawmill Park in Accomac, which will provide enough energy for the facility, as well as preventing the equivalent of 100,000 gallons of gasoline in CO₂ emissions. Approximately 95% of the cost of the project was paid by funds from the developer of the 80-megawatt solar farm near Oak Hall.



A Star Transit bus, the Shore’s regional transportation service, leaves Cape Charles for Walmart, stopping along the way at housing projects, shopping areas, county offices, medical facilities and bus stops in towns and villages.

Beginner Beekeeping Class

Saturday, March 10 & 17 • 8 AM - 1 PM

ES Agricultural Research and Extension Center, Painter

Class participants get information on how to get started with honeybees, as well as taking home a comprehensive handbook, catalogs from bee supply companies, information about bee life and habitat, beekeeping equipment, hive management, pests, and harvesting honey. This two-day class will provide a beginning beekeeper with all the knowledge to be successful the first year and beyond. Sponsored by the Beekeeper’s Guild of the Eastern Shore. For more information and to sign up for the class, go to www.bgesva.org.

CBES Membership 2018

New Renewal ShoreLine by US mail

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1 yr. Regular Membership (includes ShoreLine) \$25

Life Membership (includes ShoreLine) \$500

Optional add'l tax-deductible contribution of \$

1 yr. Gift Membership (includes ShoreLine) \$25

Please volunteer for our community-building opportunities:

Bike Tour Community Unity Day

Oyster Roast Clean the Bay Day

ShoreLine reporter Hospitality

Fundraising Candidate Forums

Administrative Where needed

Send to CBES, PO Box 882, Eastville, VA 23347 • Join online at www.cbes.org

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INFORM, ENGAGE, EMPOWER!

SHORELINE

Community Calendar - March 2018

Note: Please verify times and places prior to attending meetings.

CBES and Other Activities		Accomack County		Northampton County	
Mar 7	VIMS Public Seminar 7:30 PM, Wachapreague	Mar 7	Board of Zoning Appeals 10 AM, Sup. Chambers	Mar 6	Board of Zoning Appeals 1 PM, Conference Room
Mar 8	Shorekeeper Meeting* 1 PM, Barrier Islands Center	Mar 14	Planning Commission (PC) 7 PM, Sup. Chambers	Mar 6	Planning Commission (PC) 7 PM, Sup. Chambers
Mar 20	ES Ground Water Committee 10 AM, Accomac	Mar 20	School Board 6:30 PM, Sup. Chambers	Mar 13	Board of Supervisors 7 PM, Sup. Chambers
Mar 20	CBES Board Meeting 7:00 PM, Eastville	Mar 21	Board of Supervisors 5 PM, Sup. Chambers	Mar 21	Wetlands Board TBA, Conference Room
		Mar 22	Wetlands Board 10 AM, Sup. Chambers	Mar 21	PC Work Session 7 PM, Sup. Chambers
		Mar 27	PC Work Session 7 PM, Sup. Chambers	Mar 26	BOS Work Session 7 PM, Old Courtroom
				Mar 29	School Board 6:00 p.m., Machipongo

* Alternating between the ES Chamber of Commerce in Melfa and the Barrier Islands Center in Machipongo

www.cbcs.org