



# CITIZENS FOR A BETTER EASTERN SHORE **SHORELINE**

*A Journal of Natural Resources, Public Affairs and  
Culture on the Eastern Shore of Virginia*

TM

Volume 35

November 2022

Number 11

## **Bike Tour Weekend – Happy Days**



**Photos by  
Watts  
Photography**

### **Contents**

Bike Tour Weekend – Happy Days .....	1
It's That Time of the Year .....	2
Pulling Up Tracks .....	2
Shore Housing Update .....	3
Climate Change: Putting Tangier Proposal in Perspective .....	4
How RGGI Helps Waterfront Property Owners Preserve Property Value .....	5
Recycling Corner .....	6
Keeping Track.....	6
Recipe: Virginia Apple Pudding .....	7

# It's That Time of the Year

Dear CBES Supporters,

Years ago, I was talking with one of the founders of CBES, Gin Walker. She asked if I was a member (I wasn't, but my parents were) and said that the newsletter was a good way to keep up with local issues. Eventually, I did join and have grown to appreciate the in-depth articles about local issues. Zoning, public health, housing, education, ground-water, broadband, the environment, CBES has covered them all.

Publishing *ShoreLine* is one way CBES serves the community, but there's much more:

The annual Between the Waters Bike Tour is a big economic boost for the Shore. This year 1,200 registered cyclists were introduced to our friendly community and our scenic, natural areas. The CBES Bike Tour, Oyster Roast, and annual Picnic@the-Barn – all great ways to help us get to know each other on a personal basis – so important in our polarized world.

There's our Candidates' Forums; teaming up with the NAACP to sponsor Community Unity Day; and for the first time this year, the Eastern Shore Trailblazers event that recognized 4 outstanding women.

Here at CBES, I'm surrounded by highly motivated, talented individuals:

There's Mary Ehmman, who coordinates the Bike Tour event. When I lived in Durham, our bike club – the Carolina Tarwheels – held an annual ride, and it was a lot of work: recruiting volunteers (emails saying "don't make me beg"); coordinating with the hosting town, law enforcement, EMS, churches, and local businesses; staffing the registration site and rest stops; ordering tents, food, and drinks; planning the routes, marking the roads, and preparing cue sheets/directions for the cyclists. But get this: the CBES ride is much harder to stage, because it's held in a different town each year. The network of rest stops, the lunch stop, and the routes vary each year – not to mention the corps of volunteers.

Speaking of which, there's CBES VP Meriwether Payne and Sue Rice, who plan and mark 200 miles of back roads each year.

There's Sarah Morgan, who for almost 25 years has planned, edited, and laid out each edition of *ShoreLine*. Neither rain, snow, heat, travel plans, or Covid stops Sarah, Mary Miller, Sue Mastyl, Eleanor Gordon, and the rest of the crew from their monthly task.

There's Executive Director Donna Bozza, whose management skills, promotional, and rainmaking activities make our events fun and popular.

There's Arthur Upshur, whose behind-the-scenes business acumen and diplomacy has kept the ship afloat and on course financially for the past 10 years.

There's Mike Peirson, marine scientist, entrepreneur, and de facto accountant, who expertly manages our finances.

There's Sally Williams, who coordinated the Bike Tour in the past, serves as CBES Secretary, and fills in as needed.

And there's all of you, our readers, volunteers, partners, and supporters. Whether it's parking cars, working check-ins, driving support/gear vehicles, hosting a rest stop, planning and attending meetings, writing articles or writing checks, serving lunches or serving on the Board – you all are the wind beneath our wings.

*Please consider CBES in your holiday giving.*

*Sincerely,*

*George Mapp, CBES President*

The Shore Needs CBES, and CBES Needs the Shore!

## *In My Opinion*

## **Pulling Up Tracks**

Submitted by Ron Wolff, Eastern Shore Rail Trail Foundation

The railroad has been a part of Eastern Shore history since its completion in October of 1884. Its founder, Alexander Johnson Cassatt, operated it as the New York Philadelphia and Norfolk Railroad, with 18 cars, a barge, and a car float. The last operator of the line was Bay Coast Railroad; the railroad was formally abandoned by Canonic Atlantic in August of 2018.

The Accomack-Northampton Transportation District Commission (ANTDC), which oversees the railroad on the Shore as well as the Star Transit bus service, was faced with the decline

of railroad traffic for some time. The operator of Bay Coast Railroad had allowed the rails to slide into such an unsafe condition that train speed was limited to 5 to 10 mph. The Railroad's customer base was no longer viable, reliable, or cost-effective. The ANTDC recalled the contract with Bay Coast and began an attempt to revitalize the railroad. However, the estimated cost to upgrade the nearly 50 miles of track was staggering; attempts to find new customers failed. Our best option was to ask the Surface Transportation Board

*See Railroad, Cont'd on page 3*

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(STB) to abandon the rail line, with the provision that it could be put back into service if needed, a process known as “rail-banking.” At about the time of our request to the STB, we began to hear about Rail Trail operations around the Commonwealth and surrounding areas, and about people who could help transform our rail corridor. We studied rail trail locations all over; most areas saw an increase in economic growth, tourism, and more healthy communities.




*Southern Tip bike trail – Staff photo*

The Eastern Shore Rail Trail Foundation (ESRTF) was created to guide the project and to seek funding for the trail. The Virginia Department of Transportation conducted a study and also held several meetings around the Shore to receive community input, which was very positive. With the help of Congresswoman Elaine Luria, the first 2.3 miles were funded by a Community Block Grant of \$2,500,000. Both Accomack and Northampton Counties passed resolutions of support for the project in 2019. The Commonwealth, under Governor Youngkin, created a state agency dedicated to advancing Rail Trail projects, through which we hope to get additional funding.


The process of pulling up tracks marks the beginning of the project. The plan of the ESRTF is to develop the Rail Trail around many of the towns that played such a big part in the railroad history from the beginning. We want the buildout to go for several miles in each direction from the towns, thereby bringing much-needed economic growth directly to those areas; along trails we visited, we noted startups of bike shops, restaurants, and other businesses. By beginning around the towns, the trail would be operational earlier for more parts of the community, rather than starting from either a north or south location.

The other important role that the rail corridor plays is for utility easements. The Broadband Authority’s major backbone of the fiber that connects all incorporated towns in both counties is along the rail corridor. As a result of that backbone, buildout to complete their network is now underway to help provide access to high-speed internet for all Shore residents. The sewer line from Nassawadox to Onley-Onancock being developed by the Hampton Roads Sanitation District Commission will bring much-needed capacity to the towns along the rail line that already provide sewer services to their residents.

I believe that pulling up the tracks from the 49-mile rail corridor will usher in a new chapter of the Shore’s railroad history, one that will bring economic development benefits, a safe means of recreation, and a healthier environment for our Eastern Shore community. 

## Shore Housing Update Summer-Fall, 2022

By Mary Miller

- The new State budget includes \$150 million for the Virginia Housing Trust Fund to preserve existing or create new affordable housing: “priority consideration shall be given to efforts to reduce the number of homeless youth and families and to expand permanent supportive housing.”
- Legacy Project, Exmore: 6 new homes are being built on land in the New Road community. The homes, from tiny homes to a 4-bedroom unit, will feature modern amenities and suit families with different housing needs. Phase 2 of the Legacy Project will include a 3-story, 18-unit apartment building and 8 duplexes.
- A proposal by Virginia Beach State Senator Bill DeSteph to the ANPDC involved a 40- to 45-unit apartment complex in Exmore. The project is contingent on completion of the Hampton Roads Sanitation District’s sewer project, successful negotiations with Exmore, and construction costs. Units would be priced as workforce housing, at about \$1,000 per month.
- Some Captains Cove residents are suing a developer who proposes to build a 140-unit townhouse development in their community near Greenbackville. The suit involves road usage, sewer capacity, and violation of covenants and restrictions.
- The Old Cape Charles School apartment building is reportedly on the market for several million dollars. The building, with 17 rental units, most recently advertised a 1-bedroom apartment a year ago for \$1,199 per month.
- A social media post in August advertised a 3-bedroom, 2-bath, fully furnished townhouse with garage in Cape Charles, for \$2,300 per month. The lease length is negotiable.
- Cape Charles Town Council provided infrastructure plans to a developer of potential workforce housing on Old Cape Charles Road near the Bay Creek entrance. The plans are part of the proposed Southern Node sewer project from several years ago; the extension will become part of the Town infrastructure. The developer will pay initial construction costs.
- The old Kiptopeke Inn is in the process of converting to a multi-family apartment building. Although the “application (to the Northampton County Planning Commission) was submitted in order to support and create affordable housing options,” no Use Permits were required; therefore, no conditions were possible regarding housing affordability. Community Investment Group of Chesapeake, VA, will reportedly offer 350 sq. ft. furnished studios for \$1,100 per month. 

*Sources: County and Town recorded meeting Minutes, local press reports, social media and other advertising, and marketing promotions.*

# Climate Change: Putting Tangier Proposal in Perspective

By Sue Mastyl

As discussed in the October 2022 issue of *ShoreLine* (“New Help Proposed for Tangier Island”), Sen. Tim Kaine, Sen. Mark Warner, and Rep. Elaine Luria announced a plan to include \$25,050,000 in the Fiscal Year 2023 appropriations bill, to use dredge spoils from the Cape Henry Channel to begin shoring up parts of Tangier Island. On Sept. 21, the Accomack County Board of Supervisors approved sending a letter to the Virginia Marine Resources Commission in support of the Army Corps of Engineers (ACE) application for a permit to apply 65,000 cubic meters of the dredge material along the western shore of Tangier and the northwest shoreline of Uppards.

Although there has been much press about Tangier’s needs in the face of rising sea levels and erosion – the island is about one-third of its size in 1850 – there is also growing commentary about the need to place this one small island and its population of about 400 in the perspective of the greater needs on the Eastern Shore, in Virginia, and across the United States.

## Economic Impacts of Rising Seas

As sea levels rise, flooding will worsen around the region. Under NOAA’s intermediate scenario, by 2060, high-tide flooding is expected to occur at Sewells Point on more than 200 days, at Kiptopeke on more than 180 days, and at Wachapreague on more than 170 days. By 2100, all 3 sites will see high-tide flooding every day.<sup>1</sup>

A 2022 study by Old Dominion University Economics Professor Robert M. McNab showed that, without any mitigation efforts, the economic impact of rising sea levels in Coastal Virginia would be a \$79.1 billion decline by 2100, or “more than 1 in 10 dollars in Virginia’s economy.”<sup>2,3</sup> The analysis was based on sea-level rise of 1.5 feet by 2040, 3 feet by 2060, and 4.5 feet by 2080. McNab noted that, unlike hurricane preparedness, “we are much less prepared and willing to act on the threat of sea level rise,” likening it to the “economic death of a thousand cuts.”

Another 2022 study, by Climate Central, analyzed the impact of sea-level rise on the tax base of coastal U.S. counties. Using state-specific tidal boundary definitions, it calculated the loss of taxable property with rising seas through 2100, as well as the impact to property values.<sup>4</sup> In Virginia, over 47,000 properties will face some loss by 2050, with 100% loss for more than 2,300 properties. Florida, Louisiana, Texas, and North Carolina will all experience even higher losses. The authors noted a


“sharp acceleration over time in the number of buildings affected,” which may be explained by a “tipping point,” in which previously safe, densely developed elevations become flooded routinely.

## Putting Things in Perspective

David Schulte, ACE marine biologist and co-author of the study that estimated the costs of shoring up Tangier (up to \$350 million) or relocating the residents (\$100 to \$200 million), said, “A lot of towns and cities are going to have similar estimates, and I have no idea where we’re going to get that money.”<sup>5</sup> The study indicated that 2 of Tangier’s 3 ridges are expected to convert to wetlands by 2035, with the 3rd by 2050. Schulte added, “If America decides to save things in the order of what’s economically productive, all these small towns like Tangier are going to get abandoned.”

A recent commentary by Roger Chesley in the *Virginia Mercury* noted that the proposal for Tangier does not “take into account similarly jeopardized communities around the United States,” and that larger population centers will carry more weight in asking for federal dollars.<sup>6</sup> Referencing the Climate Central study, Chesley noted that “almost 650,000 individual parcels of property, across up to 4.4 million acres, are projected to fall below tidal boundaries by 2050. You can be sure states will be asking the feds to help.”

Chesley added that the “per-person expenditure to save Tangier is enormous,” but “relocation from Tangier isn’t cheap either.” He quoted Schulte, who said, “What are we as a society going to do about people facing this situation?” Chesley concluded by saying that the issue must be addressed by lawmakers on a national basis, not just for Tangier.

Another commentary, by David Sherfinski for Thomson Reuters Foundation, noted that the Tangier proposal “raises key questions about what land is worth saving.”<sup>7</sup> He added that this “may be a preview of battles likely to play out for decades” here in the U.S. and around the world, with the World Bank projecting that more than 200 million people could be displaced by 2050 due to sea-level rise and other climate-change impacts. 

## Sources:

<sup>1</sup> NOAA Tides & Currents. The state of high tide flooding and 2022 outlook. 2022. [https://tidesandcurrents.noaa.gov/HighTideFlooding\\_AnnualOutlook.html](https://tidesandcurrents.noaa.gov/HighTideFlooding_AnnualOutlook.html)

<sup>2</sup> O’Hallarn B. ODU economist outlines costs resulting from unchecked sea level rise. News @ ODU, Sept. 16, 2022. [https://www.odu.edu/news/2022/9/odu\\_economist\\_outlin#.YzmAUXbMLIE](https://www.odu.edu/news/2022/9/odu_economist_outlin#.YzmAUXbMLIE)

**The Tangier proposal does not “take into account similarly jeopardized communities around the United States.” – Roger Chesley, *Virginia Mercury***

# How RGGI Helps Waterfront Property Owners Preserve Property Value

Submitted by James T. Lang, Waterfront Law Attorney, Pender & Coward

## The Effect of Rising Sea Levels on Waterfront Property Value

Beyond the ill effect that flooding has on the value of property, waterfront property owners on tidal waters also lose land as the sea level rises. That is why they are particularly affected by global warming. The Regional Greenhouse Gas Initiative (RGGI, pronounced “Reggie”) fights global warming by managing the amount of CO<sub>2</sub> that fossil-fueled electric power plants release into the air. Waterfront property owners need to know that earlier this month, Virginia took the first step to quit RGGI.

## Measuring the Cost of Climate Change for Coastal Property Owners

Beyond the existing flood risk, rising sea levels present significant challenges for properties in low-lying coastal areas, posing a long-term risk to waterfront property owners.

A peer-reviewed study shows that increased tidal flooding driven by sea-level rise has eroded \$15.9 billion in relative property values between 2005 and 2017 across 18 U.S. states. Among the states analyzed to date, Virginia has seen a loss in relative home value of \$280.3 million.

Property owners in coastal areas can find their address on <https://riskfactor.com/> to learn the risk for their personal property. The interactive flood map shows inundation estimates for the largest annual tidal floods, as well as hurricane storm surge, with projections for how those levels will change over the next 30 years.

## How RGGI Helps Preserve Waterfront Property Value

The sea level rises when the planet warms, owing to “added water from melting ice sheets and glaciers, and the expansion of seawater as it warms” (according to NASA).

Coastal flooding made worse by sea-level rise is at best, an inconvenience, and typically much worse. It floods roads formerly used for decades, making them impassable. It is more costly still when floodwaters enter a home, inundate a vehicle, or injure or even drown a person.

Virginia Code §28.2-1202 is the reason that sea-level rise shrinks the acreage of a waterfront property on tidal waters. The “mean low-water mark” is the boundary that separates state-owned bottomland from privately owned upland. Over time, this type of property line shifts and moves.


The important point for the waterfront property owner on tidal water in Virginia is that they have already lost land due to sea-level rise (the Commonwealth of Virginia gained title to that land). Losing acreage in this fashion, in addition to other harms that flooding brings, drags down the value of waterfront property. A return to unchecked global warming

makes matters worse for the waterfront property owner on tidal waters in Virginia.

## How RGGI Helps Coastal Property Owners Fight Back Against Flooding and Property Loss

Most people know that RGGI benefits them because it reduces CO<sub>2</sub> emissions, thereby helping to manage global warming. Some waterfront property owners may not know of the additional, targeted benefit they receive from the revenue that RGGI delivers to Virginia (\$228 million in the first year). RGGI requires the fossil-fueled electric power plants in Virginia to purchase the right to release their CO<sub>2</sub> into the air. By law, 45% of the funds that arrive in Virginia from the sale of those emission credits must be spent on projects that help local communities in Virginia overcome the problems created by flooding. Virginia Beach is funding 2 large projects with the \$4.9 million it received. The City of Norfolk received \$1.7 million, to initiate 3 flood mitigation projects. The City of Hampton has \$9.1 million in projects underway from its share of RGGI funding. Together, these 3 cities have a combined 306 miles of shoreline, the majority in residential or commercial waterfront property. These waterfront property owners are the ones who benefit from these flood mitigation projects, and I doubt that they would think it helpful that the funding source for flood mitigation projects may dry up, which is what will happen if Virginia leaves RGGI.

## Conclusion

Virginia joined RGGI in 2020. On September 6, 2022, the Virginia State Air Pollution Control Board took the first step to get out. Waterfront property owners should be concerned and stay informed. 

## Climate, *Cont'd from page 4*

<sup>3</sup> Eaton E. The ‘cost of doing nothing’? Billions. ODU study looks at possibilities if sea level rise goes unchecked. The Virginian-Pilot, Sep. 17, 2022. <https://www.pilotonline.com/news/environment/vp-nw-floods-odu-cost-20220917-kuyyoz6pljglhmf12xq7ep3fji-story.html>

<sup>4</sup> Climate Central. Sinking tax base: Land & property at risk from rising seas. Sept. 8, 2022. [https://assets.ctfassets.net/cxgsgstp8r5d/2K-KeTjnqbFelWzZalnPeRR/9a28719038f3a1ddd2e8b78b8455b/CC\\_Sinking\\_Tax\\_Base\\_20220908a.pdf](https://assets.ctfassets.net/cxgsgstp8r5d/2K-KeTjnqbFelWzZalnPeRR/9a28719038f3a1ddd2e8b78b8455b/CC_Sinking_Tax_Base_20220908a.pdf)

<sup>5</sup> Bush E. “You can’t live in a swamp”: Virginia fishing village threatened by rising sea levels. CNBC, Nov. 11, 2021. <https://www.cnbc.com/2021/11/11/you-cant-live-in-a-swamp-virginia-fishing-village-threatened-by-rising-sea-levels.html>

<sup>6</sup> Chesley R. National approach is more urgent than stopgap funding for Tangier Island. Virginia Mercury, Sept. 15, 2022. <https://www.virginiamercury.com/2022/09/15/national-approach-is-more-urgent-than-stopgap-funding-for-tangier-island/>

<sup>7</sup> Sherfinski D. As sea levels rise, can Chesapeake Bay’s Tangier Island survive? Thomson Reuters Foundation News, Apr. 7, 2022. <https://news.trust.org/item/20220407075218-c7k02/>

## RECYCLING CORNER

By Sue Mastyl

### The Most Wasteful Time of the Year!

With the holidays coming up, it's worth seeing what we use – and throw away – during this season. Here are some facts to consider:

- During the holidays, Americans generate about 25% more waste – enough to fill 140,000 garbage trucks every week between Thanksgiving and New Year's Day.
- Paper used to wrap gifts represents the equivalent of 30 million trees.
- If each family used reusable materials to wrap just 3 gifts, it would save enough paper to cover 45,000 football fields.
- Holiday lights consume enough energy to power 400,000 homes for a year.

Here are some ways we can reduce our waste during the holidays:

- Gift bags – choose paper (or even better, cloth), made from recycled materials if possible. Reuse as many times as possible; when they've reached the end of their life, recycle if uncoated and unembellished.
- Ribbons and bows – reuse repeatedly; at the end of their life, use for craft projects.
- Tissue paper – reuse repeatedly; recycle if torn.
- Wrapping paper – use sparingly (gift bags are a better choice); choose recycled paper if possible. Recycle if uncoated, or use for craft projects. Try piecing together different papers for a “patchwork” look!
- Boxes – reuse repeatedly; recycle if torn.
- After Christmas, recycle as much of the packaging (even Christmas crackers) – flatten down and remove any plastic inserts.
- Get creative – save Christmas cards from past years, and cut out the fronts to use as gift tags. Try upcycling used wrapping paper, gift tags, and cards for Christmas decorations like ornaments and garlands.
- Recycle your live Christmas tree – bring it to the Painter or Grangeville convenience center to be mulched with other yard waste.
- Reduce your holiday lighting – choose decorations that don't require electricity, or use solar-powered ones or those with LED bulbs.
- Take unwanted gifts (it happens to everybody!) to a local thrift store.

## Keeping Track

### A Rarity Indeed

Birders from all over Virginia visited Northampton County in October to see a first, state-record Tropical Kingbird that mysteriously appeared in the village of Oyster for several days, from October 19 to 22. A beautiful songbird, with a bright yellow breast contrasting with a gray head and back, the Tropical Kingbird normally resides in Central and South America, with small populations in Texas and Arizona.

Almost as unusual were 2 Gray Kingbirds that were seen in the vicinity of Kiptopeke during the same time frame. The Gray Kingbird is commonly found in Florida, as well as the Greater Antilles and northern South America. It's possible that these birds were swept up in hurricane winds a few weeks ago, and are now making their way southward along the coast back to their homes, or they could be young birds that have their wires crossed and have taken a wrong turn somewhere.

Along with the compelling spectacle of the usual fall migration, the promise of rarities is another attraction that the Eastern Shore offers to bird enthusiasts.

### Sign Up: Help Remove Crab Traps

The Center for Coastal Resources Management at Virginia Institute of Marine Science is looking for citizens to be part of the Community Scientist Removal Network. Virginians will be able to register and be authorized to remove lost or abandoned blue crab traps (aka crab pots) from their local waterways, using a protocol from the Virginia Marine Resources Commission.

High school students and volunteers can use the Crab Trap App to upload their information to an online map of derelict trap locations. The next opportunity to participate starts in December. To register or for more information, visit the website at [https://www.vims.edu/ccrm/research/marine\\_debris/solutions/removal/app/index.php](https://www.vims.edu/ccrm/research/marine_debris/solutions/removal/app/index.php).

### Whimbrels Could Influence Offshore Wind Farm Decisions

Whimbrels are long-distance migrators, flying from South America in the winter to the Arctic in the summer to breed, with one major stopover to fuel up on fiddler crabs – the barrier islands of the Eastern Shore. Although previous studies have tracked much of their migration path, less is known about their route over the Atlantic Ocean, and more importantly, the altitude of their flight.

With Dominion on track to erect 176 wind turbines, each 800 feet high, on a federal lease 27 miles off the coast of Virginia Beach, researchers want to know if there's any issue with the wind farm. Bryan Watts, Director of the Center for Conservation Biology at William & Mary, and

*See Whimbrels, Cont'd on page 7*

## Whimbrels, *Cont'd from p. 6*

Alex Wilke, Coastal Scientist at The Nature Conservancy's Volgenau Virginia Coast Reserve, teamed up to tag 15 whimbrels in August, part of a 2-year, \$300,000 study funded by Dominion. The transmitters will send data daily to the nearest cell tower, or store data until a tower is close enough.

Previous experience with offshore wind farms and migrating birds has been a "mixed bag," Watts noted. Some species will avoid the turbines, while others will run into them. Although most species migrate closer to land, whimbrels and a few other species are the exception.

Matt Overton, Biological Consultant for Dominion, noted that if whimbrels are flying close to the wind farm location, and at an altitude where they'd be affected, they might need to switch to seasonal operational conditions during the whimbrels' migration. Watts noted that moving the wind farm farther offshore isn't an option, since that could affect "species that either migrate offshore or actually winter offshore." However, they could adjust the siting of the turbines if they are in the whimbrel's takeoff zone.

Watts added, "these birds have built their annual cycle around the Eastern Shore. So this place is really specially important."

### Sources:

Hafner K. Will Dominion's offshore wind farm block migrating birds? Local researchers are trying to find out. WHRO, Sept. 19, 2022. <https://whro.org/news/local-news/32325-will-dominion-s-offshore-wind-farm-block-migrating-birds-local-researchers-are-trying-to-find-out>  
 McClain J. Whimbrel flight study will inform decisions on Dominion's offshore wind farm. W&M News, Aug. 23, 2022. <https://news.wm.edu/2022/08/23/whimbrel-flight-study-will-inform-decisions-on-dominions-offshore-wind-farm/>

## Cherish an Original Keepsake – Join the Raffle Excitement!\*

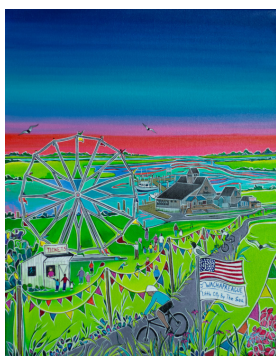
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\*Drawing December 8, 2022

## Virginia Apple Pudding

When a recipe appears over and over, over decades, in community and church cookbooks, you've got to assume it's stood the test of time. And when it includes apples, and sugar and spices, who can resist giving it a try? Variations from one recipe to the next are almost insignificant over the years – different spices may be added, apple prep varies, use white or brown sugar, add a beaten egg to batter or not – one recipe even added a little apple cider vinegar. It's a very sweet pudding, so a little less sugar works fine. This simple version calls for the apples to first be "fried" in a little butter to soften them.



- 2 cups of roughly chopped apples, cooked in 3 tbsp butter until almost fork tender (4 to 5 medium apples)
- 1 to 1 ½ tsp warm spices – cinnamon, allspice, nutmeg, or mixed
- ½ cup butter, melted
- 1 cup white/brown sugar – or mixed
- 1 cup flour
- 2 tsp baking powder
- 1 cup milk

Preheat oven to 375°. Add spices to warm apples and mix well. Whisk together flour, sugar, and baking powder. Add melted butter and milk and mix thoroughly, by hand or hand-mixer. Pour batter into buttered 2-qt casserole. Spread apples over the top. Bake at 375° for 25 to 30 minutes, until top is golden brown. Serve with ice cream or whipped cream.

The Kitchen Hive – Mary Miller

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Starting from Wachapreague, 2022 Between the Waters Bike Tour participants enjoyed sunny skies, mild temperatures, and beautiful Shore scenery.  
Photo credit: Watts Photography

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