

A special meeting of the Board of Supervisors of Albemarle County, Virginia, was held on December 1, 2025, at 10:00 a.m. in Room 241, Second Floor, Albemarle County Office Building, 401 McIntire Road, Charlottesville, VA, 22902. This meeting was called by the Chair, Mr. Jim Andrews, to allow a quorum of Board members to convene an open meeting for the purpose of allowing a quorum of Board members to discuss and consider public business, including (1) Call to Order; (2) Welcome & Introductions; (3) Rivanna Futures and AstraZeneca Brief; (4) Transportation Funding Discussion; (5) Albemarle County 2026 Legislative Program and Legislative Positions; (6) Legislators' Priorities / Questions & Answers; and (7) Adjournment.

SUPERVISORS PRESENT: Mr. Jim H. Andrews, Mr. Ned Gallaway, Ms. Beatrice (Bea) J.S. LaPisto-Kirtley, Ms. Ann H. Mallek, Ms. Diantha H. McKeel, and Mr. Mike O. D. Pruitt.

SUPERVISORS ABSENT: None.

COUNTY OFFICERS PRESENT: County Executive, Mr. Jeffrey B. Richardson; County Attorney, Mr. Andy Herrick; Clerk, Ms. Claudette K. Borgersen; and Senior Deputy Clerk, Mr. Travis Morris.

LEGISLATORS PRESENT: Delegate Katrina Callsen, 54th District (arrived 10:07 a.m.); Delegate Amy Laufer, 55th District, and Ms. Tracy Eppard, Legislative Director for Senator Creigh Deeds, 11th District.

Agenda Item No. 1. Call to Order. The meeting was called to order at 10:03 a.m., by the Chair, Mr. Jim Andrews.

Mr. Andrews introduced the Albemarle County Police Department Officers present to provide their services at the meeting, Officers Lauren Daly and Enzo Irizarry.

Agenda Item No. 2. Welcome & Introductions.

Mr. Andrews announced that Emily Kilroy, Director of Economic Development, and Kevin McDermott, Deputy Director of Planning, were in attendance. He also mentioned that David Blount of the Thomas Jefferson Planning District Commission was in attendance.

Mr. Andrews welcomed Delegates Katrina Callsen and Amy Laufer, and Tracy Eppard, Legislative Director for Senator Creigh Deeds, who was unable to attend.

Agenda Item No. 3. Rivanna Futures and AstraZeneca Brief.

Ms. Kilroy stated that she, Andy Herrick, and Kevin McDermott would provide an update on the Rivanna Futures Project in the context of the AstraZeneca announcement earlier this year. She said that many attendees were present at the announcement event and have seen news articles covering it. She stated that the County wanted to acknowledge the state-level support for the Rivanna Futures Project, which has been years in development and helped position them for success with AstraZeneca.

Ms. Kilroy said the graphic presented is from the Rivanna Futures work launched in 2023 illustrates the County's land acquisition adjacent to Rivanna Station, a military installation serving as the operating location for the National Ground Intelligence Center (NGA), with a Defense Intelligence Agency (DIA) presence and support teams from NGA. She noted that a private office building is located directly next to the secure perimeter, which is office space supporting the Rivanna Station mission.

Ms. Kilroy reported that there has long been undeveloped property surrounding Rivanna Station; several years ago, the County, in partnership with the state and the Veterans and Defense Affairs Secretariat, focused on this being the only military installation in Virginia with land available for expansion, with every other location surrounded by either development or water. She said the defense sector is critically important to the state's economy, noting that this interest was driven by that office.

Ms. Kilroy stated that the Rivanna Futures project is locally driven, state-supported, and federally shared, making it a much larger opportunity than just Albemarle County. She said staff have been invited to participate in annual briefings, which many here have attended over the years to receive updates about the property and mission. She said Rivanna Station has operated below the radar compared to other military installations due to the nature of its work, and it has been important to raise awareness through General Assembly Military Veterans caucus meetings.

Ms. Kilroy stated that there has been strong support for state budget requests in 2024 and 2025 aimed at Rivanna Futures site readiness, and although some requests were not successful, they helped raise awareness of the opportunity. She stated that they have secured \$11 million in site readiness funding from the state from the entities listed on her slide, enabling progress in the property development and positioning them well for the AstraZeneca opportunity.

Ms. Kilroy stated that the graphic provided shows the planned location of AstraZeneca as they complete their development over the next several years. She noted that the site encompasses a total of 82 acres, and the earlier version of the graphic labeled the area as 30 acres with a combined 55 acres. She stated that through collaboration with AstraZeneca on siting their facility, they reevaluated which

areas are developable versus non-developable; they initially conceived this area as suitable for office-type uses, but the manufacturing footprint is very different from office and they learned a lot during the process about what is possible, which made the total developable acreage increase significantly. Ms. Kilroy said they will focus on ensuring AstraZeneca meets their timeline for facility opening, stating that future planning for Land Bay 25 and Land Bay 55 is exciting work ahead.

Ms. Kilroy presented an early concept rendering for the AstraZeneca facility, including an office building that will serve as the front door to the complex. She stated that they will incorporate green building principles such as laminated timber construction and opportunities for daylighting, and the company has a strong corporate commitment to sustainable building practices. She stated that they look forward to sharing more details as designs are refined, emphasizing that it will reflect sustainability in the built environment.

Ms. Kilroy said the site will be one biopharmaceutical manufacturing campus containing two manufacturing facilities on the 82 acres. She stated that there will be 600 direct new jobs, mostly in manufacturing, with HR and finance functions also located there; AstraZeneca estimates 3,000 construction jobs will be required over several years to build the facility and prepare the land for it. Ms. Kilroy stated that AstraZeneca's previous experience indicates that each direct job creates five indirect jobs, resulting in 3,000 indirect and induced jobs associated with their operations. She said the minimum salary for these jobs is \$125,000 annually, which is remarkable for manufacturing roles, and the company's capital investment on the property is \$4.5 billion.

Ms. Kilroy said AstraZeneca is committed to carbon-neutral operations within the next several years, and they will install rooftop and ground solar panels and work with their energy provider to obtain green energy; there is also a strong emphasis on closed-loop systems in their manufacturing process. Ms. Kilroy stated that she highlighted this information because AstraZeneca prioritized communities with sustainability commitments when searching for a Virginia facility. She stated that Albemarle County was strongly considered due to the Board of Supervisors' leadership on climate and biodiversity action. Ms. Kilroy said the two facilities will include a biologics facility and a small molecules facility, referencing information about opening dates and associated building types.

Agenda Item No. 4. Transportation Funding Discussion.

Mr. McDermott stated that similar to most localities in the state, Albemarle County relies primarily on state funding for transportation projects through two major programs: Smart Scale and the Revenue-Sharing Program. He said that his presentation would focus on Smart Scale, while the Revenue-Sharing Program provides \$10 million every other year, matched with \$10 million locally, for any transportation project. He explained that about \$200 million is currently available statewide for these programs, but this amount has not kept up with inflation. He said that despite this, the County has taken advantage of the program almost every year and comes close to maximizing the \$10 million in state funding by providing the required local match.

Mr. McDermott reiterated that Smart Scale is the primary source for significant transportation funding, and all major projects rely on it. He explained that the information he was presenting came from the Culpeper District Planning Department and summarized the six rounds of Smart Scale, noting that the first two rounds were annual before switching to a biennial schedule; for accurate comparison, the first two rounds should be combined. He reported that the total funding allocated statewide was high in the beginning, has remained generally similar throughout the last three years, with a slight decrease recently. He said that the number of transportation projects funded statewide has declined, citing that as part of the FY26 Six-Year Plan, only 53 projects were awarded money through Smart Scale in the most recent round. He noted that Smart Scale allocations for the Culpeper District are divided into two funding categories: high-priority projects and the district grant program. He stated that the district grant program involves competition only among Culpeper District projects, with the number of funded projects in Culpeper remaining fairly steady, but only four projects were funded in the most recent round.

Mr. McDermott explained that the Commonwealth Transportation Board (CTB) determines the funding for transportation, first allocating money for maintenance before dividing the remainder among various construction programs, including Smart Scale. He said that rising maintenance costs have contributed to the decline in funds available for new construction. He stated that for Albemarle County, the results over the past six rounds have shown that some projects were not funded, while others received funding. He explained that Albemarle County, the Charlottesville Albemarle MPO, and the Thomas Jefferson Planning District Commission (TJPDC) are each allowed to submit four applications, and the County frequently requests additional application slots from these partners; as a result, about 12 applications have been submitted each year. He said that more recently, the County was instructed to focus on higher-priority projects for the County and the state identified through the V-Trans program, reducing the number of applications to eight in the latest round. He stated that round four was particularly successful because the County contributed local funds to buy down project costs, which improved their cost-benefit scoring analysis and resulted in several projects being funded. He explained that \$9 million in local funds was contributed that year, but the County has generally remained steady, with only one project funded in the most recent rounds.

Mr. McDermott stated that this pattern is reflected in the total amount requested by Albemarle County each round, noting that the spike in Round 3 occurred because three projects were submitted for the Hydraulic/29 interchange, with each costing nearly \$100 million. He said that the median amount requested remained even until the most recent years when project costs increased significantly and quite

sharply in the last two rounds. He mentioned the roundabout proposal on Route 250 in front of Western Albemarle, with costs estimated at nearly \$13 million in 2022, increasing by 30% in the 2024 estimate, with the only difference being moving the stormwater basin to County-owned property, which was actually an attempt to reduce expenses.

Mr. McDermott stated that overall, although funding amounts have remained steady and the County is grateful for the projects that have been funded, the increasing cost of transportation projects makes it difficult to implement all priority projects. He added that a comparable roundabout, the Route 151/250 roundabout constructed several years ago, had a cost estimate of only \$5.8 million in 2016, further demonstrating the escalation in costs.

Mr. McDermott invited questions.

Mr. Gallaway stated that the transportation funding discussion warranted a few additional points. He said that just a few weeks ago at VACo, and now for two years in a row, it did not really matter the size of the County, whether it was rural or urban, whether it was northern Virginia or southwest, everybody is talking about the criteria to get things approved in addition to the funding itself, which is a problem across the board. He said that in the last round of Smart Scale, over \$30 billion in applications were made, and jurisdictions had to limit their applications. He stated that only four could be submitted and the last round changed the criteria what the MPOs and the PDCs could submit. He said that in years past, they had maximized what they could ask through them, but they could not do it that way anymore and get their full 12 applications.

Mr. Gallaway stated that these were not “fluff” projects but were safety priorities, economic development priorities, and congestion and flow priorities that match what the state said they wanted for transportation projects. Mr. Gallaway stated that at the end of the day, the Albemarle transportation priorities list contained 165 items, and they can submit four every two years through Smart Scale. Mr. Gallaway said that at an MPO meeting last month, they were told that the next round of Smart Scale would be even more competitive than the current round, and Albemarle did not receive any applications that they submitted except for one portioned to Pantops that was already in play and had gone through a couple of rounds before. He stated that the additions were not very big, and the only reason he thinks they were approved was because the impact of the project would be limited if those were not done in conjunction with DBI and other work on Pantops. He emphasized that whether it was rural roads, secondary roads, or Smart Scale, maintenance costs were rising and transportation projects throughout the Commonwealth needed to be done.

Mr. Gallaway stated that there were clearly not enough resources to get them done, and it became a question of what could be done about that. He stated that Delegate Reid this year at VACo sounded like he was talking off the same talking points that Delegate Austin spoke about the year before at VACo. Mr. Gallaway said that when he heard a Republican say the same things as a Democrat, and they did not really answer the question about what would be done about transportation funding. He stated that they seemed to understand why they were where they were, but he did not hear any possible solutions of how to fix it other than considering if mileage used could be implemented and how it could be done—and people did not want dongles in their cars. He stated that he had never discussed this with the legislators here, but it was not an educated conversation to have when they were barely funding limited application requests for one program, a third of projects that required a billion dollars of local matches.

Mr. Gallaway said he had been talking to his colleagues at the TJPDC. He said that everyone should have received a letter about a month ago from all the counties under the TJPDC footprint, which had agreed and spoken to the need and the situation regarding transportation funding. Mr. Gallaway stated that he hoped everyone would take this seriously going into this round. He said that he knew there were a lot of competing things, and they were working at a scale where everyone had similar things to deal with. Mr. Gallaway said that the hard part about transportation was that citizens approached them about this all the time. He stated that raising taxes in Albemarle is not a solution, because that would not do anything about transportation funding since it was dictated by the state. Mr. Gallaway stated that this was an issue where the projects would not decrease, maintenance would not go down, and costs would not go down. He emphasized that they must find a way to increase the portions and figure out what was going to be done about transportation funding. He stated that otherwise, the state would languish with unmaintained roads, poorly operating roads, and no way to improve situations that are now critically a problem.

Ms. LaPisto-Kirtley asked for clarification on the pots of available money.

Mr. McDermott responded that it was really the maintenance fund, which has increased and is what VDOT uses to maintain roads, and the construction fund.

Ms. LaPisto-Kirtley said this was also a concern, and she gets frequent calls from constituents that VDOT is not maintaining the roads, such as filling potholes, which becomes a safety issue.

Ms. McKeel stated that the Board all agrees with what Mr. Gallaway, noting that Albemarle has had two pipeline projects, which are projects of state significance, in recent years. She noted that these were the Ivy Road project, which VDOT intentionally delayed to give them time to develop a better solution; and a Barracks Road project that was not funded. She emphasized that they need to “make the pie bigger,” as Mr. Gallaway had pointed out.

Mr. Pruitt stated that he endorsed the points Mr. Gallaway made and would add that the caucus is

disproportionately represented by people serving incorporated cities, so these issues do not fall in the same way, just as they don't with communities that are served by comprehensive transit systems. He said this year, there has been growth in the caucus from communities that are not necessarily in incorporated cities, which may create a window of opportunity. He noted that Delegate Laufer is somewhat alone in representing a rural County-specific community, and he hoped this would put her in a really strong position to lead on this issue as someone who represents communities that are particularly impacted.

Ms. Mallek said she wants people to know that years and years of work were behind the Rivanna Station efforts, which is why so much has now been incorporated into the project.

Ms. Mallek stated that in terms of transportation, she believes they needed a "former Governor Gerald Baliles moment" when he staked his entire reputation on a tax increase dedicated to massive transportation improvements. She pointed out that he did not get run out of office; it was a wonderful success until the 2008 recession that took away 700 VDOT employees and massive amounts of funding that have not been replaced since. She added that they are back where they were before, but now with three million more people in the state. She emphasized that this is a real situation the General Assembly will have to face, but she is hopeful that some strong leadership will happen that will lead to serious changes.

Mr. Andrews stated that whenever there are housing development projects in the County, residents comment that these will "ruin transportation," because more cars added means more roads and improvements needed.

Delegate Amy Laufer acknowledged these issues and said the way the state funds transportation is through a fuel tax, but increasingly efficient cars have had an impact on this. She said the same is true with electric vehicles, which is why they are trying to get an EV tax through. She said there have been many questions about VDOT transparency, and she has been speaking with the Chair of the Transportation Committee, Delegate Karrie Delaney, about project criteria. Delegate Laufer said there are many ways they could be more efficient, such as asphalt recycling, which could save millions if not billions of dollars, in addition to time efficiency.

Ms. McKeel mentioned that the Highway Research Council had repeatedly suggested that bridges in Virginia be washed to rid them of salt, which greatly extends the life expectancy, but VDOT would have said that they didn't have the money to wash the bridges.

Delegate Laufer agreed to get back with the Board on some of these issues.

Delegate Katrina Callsen said she agreed with Mr. Pruitt that there's a window of opportunity via a whole new administration coming in, and her hope is that conversations like this will make their way to Governor Abigail Spanberger and her team. She said there would be a brand-new administration and presumably a lot of new people in the Department of Transportation, and she encouraged the Board to continue advocating at the state level. Ms. Callsen acknowledged that she had not done a lot on the transportation front, as her focus has been mostly on Medicaid since it is such a big piece of the pie.

Delegate Laufer commented that I-81 was a major project, with significant safety aspects, that has siphoned off a lot of funds but is now in the closing stages, and they have also focused on extending rail up in Northern Virginia into Fredericksburg and Stafford County.

Delegate Callsen added that with administrative change and new majorities in place, there will be new measures that will generate more revenue.

Ms. Tracy Eppard said that she would carry these messages back to Senator Deeds.

Agenda Item No. 5. Albemarle County 2026 Legislative Program and Legislative Positions.

Mr. Herrick stated that he would present a few brief slides the County's 2026 legislative program. He thanked Ms. Kilroy and Legal Services Coordinator James Douglas as well as David Vaughn with the TJPDC for their work in preparing this year's program. Mr. Herrick stated that they reorganized and restructured the program this year to make it more succinct and easier for people to present and discuss. He said they replaced a series of nearly 50 legislative positions with a series of priorities and principles, which were provided to attendees.

Mr. Herrick reported that the County has four basic priorities, three of which involve proposed amendments to the Virginia Code and one of which is a proposed budget amendment. He said the first code amendment is to enable localities to enforce the Virginia Landlord Tenant Act. He said this is because many tenants find themselves in substandard housing, have issues, and do not have the resources to enforce the act. Mr. Herrick stated that they are asking for enabling authority on the local option for localities to enforce the act, allowing localities to take on the ability to enforce or remediate substandard housing conditions.

Mr. Herrick said the second item is a request for expanded authority to use photo speed monitoring devices. He stated that this is a repeat request made in prior years. He said that currently, the authority for photo speed enforcement is limited to construction zones and school areas, and they are asking to petition for the ability to use it in specific other areas as well.

Mr. Herrick stated that their third request is for a referendum on a local option one percent sales tax for school construction and school capital projects. He said the delegation is very familiar with the request and they have been pleased to have support in past years. Mr. Herrick stated that the proposal has been approved by the last two sessions of the General Assembly and then vetoed at the gubernatorial level. He said they hope for better results in the upcoming session and that this is an important priority for the County, asking the delegation to support it this year to allow localities to do this. Mr. Herrick stated that they requested approximately \$1.5 million and were pleased the request made it through the assembly, but it was unfortunately vetoed. He said they would renew the request this year.

Mr. Herrick reported that, additionally, Biscuit Run Park is a state-owned property leased by the County. He said the County is simply seeking to enable the state's vision for developing the park, which was opened in limited areas in December 2024. Mr. Herrick said as they continue to develop the park, they are looking for the State to join in investing, and for the delegation's support of continued funding.

Mr. Herrick said the program is then followed by a series of principles, and they tried to slim down the extended list of positions and instead articulate legislative principles in broad strokes for what the County seeks: increased enabling authority, the ability to enforce, and support for a unique and comprehensive plan. Mr. Herrick said expanded local authority related to land use and taxation, providing state support for mandated activities, especially education, and promoting environmental sustainability are included.

Mr. Herrick reiterated that in addition to the legislative principles, there is a series of legislative positions, which they managed to reduce from about 50 position statements in the prior year to just 28 this year, organized into the same general areas as the legislative principles. Mr. Herrick stated that the positions are grouped by broadband and the internet, economic development, growth management, environmental protection, land use and transportation, health and human services, housing, local government finance, and public safety. He added that they are seeking to avoid unfunded mandates at the local level and increased enabling authority.

Delegate Callsen responded that the 1% sales tax is going to be presented again, with the chairs of education as sponsors, and she anticipates that this will pass. Delegate Callsen said she could put the Virginia Landlord-Tenant Act in for drafting and could talk with Mr. Pruitt about this, in addition to other tenancy legislation.

Mr. Pruitt responded that Delegate Marcia Price is very passionate about this and is likely bringing this up again, so it didn't need to go into drafting.

Delegate Callsen said she would check with Delegate Price to make sure.

Delegate Laufer stated that speed camera legislation almost passed the previous year but was going to have 18 amendments on the House floor, which was not considered a prudent approach. She said many of the localities derived a significant portion of their revenue stream from speed cameras and that it was important to ensure that this fund did not seem usurious, while also assuring that it be used to support walkability, etc. She said that a whole group of subtexts arose around which projects could be funded with speed camera violations.

Delegate Laufer stated that another primary concern was the practice of tracking extensive information about people. She said that a question remained regarding the retention period for information collected, especially as technology was increasingly used due to an insufficient workforce and the difficulty of patrolling certain roads. Delegate Laufer stated that the primary issue was determining how information on people who had not violated the law was being handled and ensuring that their privacy was preserved. She said that a bill introduced the previous year by Delegate Charniele Herring addressed the usage and retention parameters, but there were still numerous concerns, especially given the current federal administration's monitoring of citizens and the potential for this data to be used for similar monitoring.

Delegate Laufer stated that she had discussed this with Delegate Holly Seibold, who was still drafting legislation and working with Delegate Delaney to create a more palatable bill. She said many localities were considering these measures for pedestrian safety not only in school zones, but also on high-traffic roads with lots of retail and multiple fatalities. She said that the local focus was specifically on rural roads with certain criteria that were locally determined, with ongoing effort to ensure Delegate Seibold's bill reflected these.

Mr. Andrews asked if there had been feedback on existing monitoring from photo speed cameras in construction and school zones.

Delegate Laufer responded that the initial month had several thousand incidents, but that has decreased as awareness and behavior have changed. She added that this is a balancing act with the other things they've been discussing, but there is a will among legislators who support this.

Ms. Eppard stated that the one-cent sales tax is typically carried by Senator Jeremy McPike, so they would work to ensure he is including it again this year. She added that for the other bills, Senator Deeds would work as possible to be a co-patron, noting that the Biscuit Run budget amendment was swept away last year. She said that additional pressures are with Medicaid and K-12 benchmarking, due in large part to actions at the federal level.

Delegate Callsen said she would be submitting the Biscuit Run budget amendment this session as well, as the park is state owned and they would essentially be fulfilling their obligation, and having a paved walkable path was important for many segments of the population.

Ms. Eppard mentioned that Senator Deeds had planned to be here, but the General Assembly scheduled an Education Subcommittee meeting in Senate Finance and Appropriations.

Ms. LaPisto-Kirtley expressed her appreciation for their support on all of these items. She stated that the photo speed cameras are helpful in keeping rural roads safe, as there are not always enough police available in those areas to enforce those rules and often there is nowhere to pull cars over.

Mr. Richardson thanked the legislators for their support, noting that the Rivanna Futures work has taken a ton of local staff time as well as state effort, and the job creation seen here will be transformational for the community. He noted that this all started with efforts to retain the Department of Defense (DOD) jobs, and the DOD has been very happy with the campus.

Mr. David Blount commented that with the 1% sales tax, there has been a concerted effort by many over the years to work that legislation, including local governments, school boards, and parent organizations. He said that would continue, and he hoped that item could cross the finish line this year. He added that with the speed camera legislation, there were amendments proposed that would have shifted local revenues back to the state, which was not embraced by localities.

Agenda Item No. 6. Legislators' Priorities / Questions & Answers.

Mr. Andrews said the Supervisors would now have an opportunity for additional comments.

Ms. Mallek said one example of how important tenant changes would be is a tenant who has no other option but to live in their 50-year-old mobile home with a leaky roof and is afraid to complain to an owner who has already said if they don't like it, they can leave. She said they have no option regardless of having money to do a process.

She stated that the speed camera discussion is ironic because in the countryside, where there is general lawlessness everywhere on the roadways, grandmothers having trouble going to their mailbox because somebody is driving 80 miles an hour, there is no way for enforcement to deal with that. She said she has heard repeatedly that the legislature wants people to just be able to speed everywhere and don't want anybody to know. She stated that there is an "us and them" mentality, with citizens feeling they're totally left out of the process by the General Assembly or the governor or whoever is refusing to let any local government make a decision that might positively impact the quality of life of their residents.

Ms. Mallek said she understands the financial constriction of the federal changes, but when you add up even some of the tax credits given to corporations who are fully wealthy and invested, such as data centers that pay \$4 million an acre in Prince William County, they don't need a billion-dollar tax credit from the state. She said the question for legislators is whether they are really using tax dollars generated for the state in the most appropriate way.

Mr. Pruitt said that he thought everyone here was well sold on what their key priorities were. He stated that the only thing he wanted to do was equip everyone with more stories and arguments, as Ms. Mallek mentioned. Mr. Pruitt said with the local enforcement piece, a critique he sometimes heard was that localities could already do this. He stated that they had code enforcement powers, such as being able to condemn something, and the reality for the harmed person was radically different in that situation. He said they were not in a position where they would want to institute code enforcement in substandard facilities because the reality for the individual tenant was actually worse. Mr. Pruitt stated that tenants not only had the experience of living in a substandard place but then were suddenly evicted functionally because their home was condemned. He said this gave them the opportunity to receive recourse, to have an advocate seeking potentially injunctive relief or remuneration for them, which was something they otherwise did not have meaningful access to.

Mr. Pruitt said regarding Biscuit Run, he always worried because the phrase that was seen there was "park," when it connected a park to a park. Mr. Pruitt stated that currently, Biscuit Run connected several upper-class suburban neighborhoods that were siloed in their development. He said it connected Mill Creek, Lake Reynovia, and Mill Creek South, which otherwise could not access each other but now could through this trail network. Mr. Pruitt stated that they were also building the Biscuit Run Greenway, which would connect it up to the Rivanna Trail and walking paths into Charlottesville that would also connect it to Foxcroft. He said that none of this, however, connected it across the river to Southwood. Mr. Pruitt said that a key project objective was connecting the Southwood community into that walkable network; currently, if someone was in Southwood and wanted to access the Rivanna Trails or Biscuit Run, they either had to go through the river or go up 5th Street, which is sun exposed and harrowing, walking alongside cars going 60 miles an hour. He stated that it just created a walking path that connected those neighborhoods and built neighborhood and community access.

Mr. Pruitt stated that the transformation and continued investment in the AstraZeneca work but also Rivanna Futures in general was really hard to get one's head around, noting that he grew up in upstate South Carolina where there was a really strong comparison point. He stated that when he was

little, the ARC and local stakeholders worked to have a massive investment in a BMW plant in Greer, which had investments of Michelin relocating their global headquarters, which then led to significant financial institutions relocating a lot of operations, and South Carolina built an inland port to support it. Mr. Pruitt said that the end knock-on jobs were in the tens of thousands, and it created a really vibrant middle class where he grew up that did not exist then, as it was a deeply poor area. Mr. Pruitt said that the transformation ability of this was really extraordinary, and that was really the only comparison he could think of along the Eastern Seaboard for the scale of transformation this facility could offer.

Ms. McKeel thanked the legislators for their ongoing communication and support. She stated that the Landlord-Tenant Act is critical, especially for those on the Board who represent these older neighborhoods that don't have HOAs. She said they are trying to get the middle class in those neighborhoods and retain affordability, and it's not uncommon for them to hear from constituents who come to their meetings and talk about this specific problem.

She also mentioned that they hear a lot of concerns from constituents and the community about biosolids, and that would not cost the state any money; they are just asking for permission to help constituents. She noted that she would also like to stop extending the sunset provisions for certain development approvals, which also doesn't cost the state any money. She acknowledged that there is a huge lobbying effort in Richmond every year, or every session when this comes up, to not extend further those provisions.

Ms. McKeel cited an example on the corner of Hydraulic Road and Georgetown Road, which had an office building approved in 2004, but nothing was done on that property until 2022. She pointed out that in that amount of time, that whole area changed completely, and while the County might have approved that development, they would have approved it in a different manner than we were forced to allow the developer to build, because it was a two-decade-old project. She added that developers know that they can just put it off and then get back to that approval, while the whole surrounding area will have changed.

She added that the only other item she wanted to bring forward was the demerit points for truck violations, which was a high priority for the police department and safety officials and also didn't cost the state money.

Ms. LaPisto-Kirtley thanked the legislators for their presence and their support. She echoed her colleagues that the Board is interested in helping people with the Landlord Tenant Act. She said they also want to save lives and reduce crashes with the photo speed cameras, particularly on rural roads. She said without photo speed cameras, it's very dangerous for police officers to be able to pull someone over a two-lane road, which can lead to a mile-long backup. She said they are also very supportive of the one-cent sales tax in support of schools and of education. She added that they also support Biscuit Run as a quality-of-life issue for all residents, especially those in Southwood, if they can make that connection.

Mr. Gallaway stated that he had just driven back from Virginia Beach and had not recalled photo speed cameras in the stretch between Richmond and Williamsburg, but they are there now. He said he would take on an argument with any person locally who comes in and complains that they sped through a construction or school zone with a speed camera and claim the County is doing a dollar grab. He also likened the speed cameras to doorbell cameras, which everyone has now to protect their assets. He said that they are simply asking for local authority to let them take those arguments on with local constituents, they can decide to throw the Board out if they feel the County is invading their privacy or being usurious with the fines that they're paying for speeding in school zones.

Mr. Andrews echoed what had been said and expressed his appreciation to the legislators.

Delegate Callsen said today is the last day they can put bills in, and two major ones are Pharmacy Benefit Manager (PBM) reform, and she had passed a big bill last year working on that; and Board of Visitors Governance for state universities, for which she will be carrying an omnibus bill to restructure that to hopefully make it a more transparent and fair process in the future, which will be better for public universities and keep autonomy for their state schools.

Delegate Laufer stated that she is working on Solid Waste Advisory Committee (SWAC), and she is really trying to get recycling going across the state. She said she has another Board of Visitors bill that she has been carrying for the last two years, which is staff and faculty on the Board, and this year they are going to add a voting component. She said she is also working on biosolids and PFAS, with local authority for testing. She stated that she is the chair of the disability commission, so I'm carrying two bills for the Disability Commission, trying to get transition counselors already required at K-12 and trying to make sure that the higher eds have a program to offer in that certification area.

Delegate Laufer stated that they passed the Blue Envelope Bill, which provides that anyone with autism can have an envelope in their car that's basically handed to a police officer when they're pulled over and provides all the information about what their nuances might be as they interact with the public, as well as ensuring the public is aware of what the blue envelope is. She added that they are working with the senate on the guns in cars bill, perhaps moving it beyond what is currently a civil penalty. She noted that she is also working on a threat assessment with K-12s for using red flag laws and threat assessments together, so families can know about the red flag law.

Delegate Laufer and Delegate Callsen said they are both also working on energy matters and particularly data centers and their draw on resources.

Delegate Callsen said she would be curious to know how the Board feels about data centers, adding that Virginia has the largest concentration in the world, and they are probably not going away, so the focus is more how they are regulated in a way that protects resources and does not impact rates that are artificially raised by a business that's sucking all the energy down.

Mr. Andrews stated that the County had looked at different options and reviewed the potential for 40,000 square feet at four particular locations in the development area that could be approved by-right, meeting the conditions that we would expect for a clean operation of a data center, and anything above that would require going through the Board and doing a special permit process. He said they landed there in part because they felt the state needed to take some leadership in trying to address some of these issues that have been arising over energy usage, water usage, etc.

Ms. McKeel commented that there are smaller data centers already in existence that people are not aware of, but the communication they receive most often pertains to the mega data centers.

Ms. Mallek commented that this is one example of many of the things the legislature will face this year, and the majority is totally taking away local authority to make these kinds of decisions, whether it is utility scale, solar location, the 1.5% increase in units every single year. She said they already have 12,000 units in their pipeline today, adding more when they don't even have the ones built that are already approved, and she hoped they would keep local authority in mind. She noted that citizens are upset to hear that the Board doesn't have the authority to make the kinds of decisions on the grounds that affect their lives every single day. She also said there is lots of work being done on dark skies and getting some direction to Dominion to widen their options for LEDs and address their impacts, which are currently not considered because their lumens are based on incandescence and it's not the same.

Delegate Laufer said she is part of the PJM, a consortium of all the states that are sharing electricity and meeting weekly. She said one data center provision has been "bring your own capacity," so that if a data center wants to come online, they have to bring their own capacity. She said four governors signed onto that, including Governor Youngkin and the governors from Maryland, Pennsylvania, and New Jersey. She said with new leadership, there will likely be some discussion about whether that's a path going forward.

Ms. Eppard reported that Senator Deeds' list of bills can continue to evolve and shift based on new things coming in or old ones going out, but he currently will have bills in the energy and data center space, criminal justice reform, and gun violence prevention. She said he sits on the Commission for Energy Electric Utility Regulation, and he may carry some bills coming out of that this year. She said he chairs the Behavioral Health Commission, which has a whole fleet of legislative proposals.

Mr. Pruitt said data centers put them at odds with the Clean Economy Act, or the Clean Economy Act, in that they strongly incentivize specifically natural gas-fired plants because they are easiest for a solar developer to build without having to acquire a huge amount for solar or the extended timeline for nuclear. He said it makes it much more challenging to hit their clean economy goals and also potentially has a greater likelihood of passing down costs to individual ratepayers because gas prices can be incorporated into rates without going through the corporation committee, which is not true of other types.

Ms. Eppard said in her first year working for Senator Deeds, the 2002 session, he carried a bill allowing localities to ban the spreading of biosolids, which ultimately wasn't successful.

Delegate Callsen read the following House Joint Resolution, patroned by herself, Delegate Laufer, and Senator Deeds, commending Diantha McKeel:

HOUSE JOINT RESOLUTION NO. 743

Commending Diantha McKeel.

Agreed to by the House of Delegates, February 18, 2025
Agreed to by the Senate, February 20, 2025

WHEREAS, Diantha McKeel has served the Albemarle County community for nearly three decades, including 16 years on the Albemarle County School Board and 12 years on the Albemarle County Board of Supervisors; and

WHEREAS, a native of Staunton, Diantha McKeel pursued a career as a licensed nurse and spent many years working in the gynecology and cardiology departments at the University of Virginia before retiring in 2015; and

WHEREAS, in addition to her work in health care, Diantha McKeel spent 28 years in local government, beginning with the Albemarle County School Board, where she provided outstanding leadership to the students, faculty, and staff members of local schools; and

WHEREAS, Diantha McKeel was first elected to the Albemarle County Board of Supervisors in 2013, representing the Jack Jouett District, a primarily suburban district located just northwest of Charlottesville; and

WHEREAS, since every election after her first, Diantha McKeel has run for office without opposition, and she received more than 95 percent of the vote in both 2017 and 2021; and

WHEREAS, during her tenure in local government, Diantha McKeel improved communication and coordination between Albemarle County Public Schools and county government and was an advocate for issues related to education; and

WHEREAS, Diantha McKeel further enhanced the quality of life in Albemarle County by supporting economic development, improvements to transportation infrastructure and public transit, and advancements in affordable housing; now, therefore, be it

RESOLVED by the House of Delegates, the Senate concurring, That the General Assembly hereby commend Diantha McKeel for her outstanding service as a member of the Albemarle County Board of Supervisors; and, be it

RESOLVED FURTHER, That the Clerk of the House of Delegates prepare a copy of this resolution for presentation to Diantha McKeel as an expression of the House of Delegates' admiration for her personal and professional achievements.

Agenda Item No. 7. Adjourn.

At 11:38 a.m., the Board adjourned its meeting to December 3, 2025, 1:00 p.m. in Room 241, Second Floor, Albemarle County Office Building, 401 McIntire Road, Charlottesville, VA, 22902.

Chair

Approved by Board
Date: 04/01/2026
Initials: CKB