



reconstruction is an example. These earmarks sometimes require a match and sometimes they do not.

4. The Commonwealth of Virginia allocates its State transit capital assistance through measuring local transit capital investment levels. The more a region or locality invests in transit, the more State funds become available. This would also hold for the expenditure of add-on tax transportation capital funds by the City on DASH transit (such as the purchase of DASH buses). The State match in this area for the City varies each year, and is less than 10% of the amount expended.
5. VDOT's revenue sharing program is a program which requires a local match. The program has historically required at least a 50% local match. The State plans to increase its funding of this program, and change its structure in the near future.
6. In the case of large scale redevelopment, developers may be providing transportation capital funding that, when added to City transportation projects, can enable a project to be constructed. The Beauregard Corridor high capacity transit project with the adjacent JBG redevelopment might be an example of a project able to be implemented only if the City has transportation monies that can be combined with developer monies to jointly fund a needed transportation project. Developers can also contribute right-of way for the transit corridors if the City then funds the transportation improvements along the developer's property.
7. The transportation add-on tax can also be leveraged through the issuance of general obligation bonds which would be repaid with add-on tax funds. This enables projects to proceed earlier than the add-on tax revenue stream otherwise would allow.

The above represent the prime examples of how the transportation add-on tax (or any other source of local transportation funding) can potentially be leveraged to gain other resources and thus enable projects to be implemented, or enable projects to be implemented earlier than otherwise would have been the case.