



U.S. Department of Transportation  
**Federal Transit Administration**



**FACT SHEET:**  
**State of Good Repair Grants**  
**Chapter 53 Section 5337**

	FY15/ MAP-21	FY16 (in millions)	FY17 (in millions)	FY18 (in millions)	FY19 (in millions)	FY20 (in millions)
5337 High Intensity Fixed Guideway	\$2,104.1	\$2,435.50	\$2,477.00	\$2,519.78+\$388.60 =\$2908.38	\$2,563.18	\$2,607.31
5337 High Intensity Motorbus	\$61.73	\$71.50	\$72.67	\$73.92+\$11.40 =\$85.32	\$75.19	\$76.49
<b>5337 State of Good Repair Total</b>	\$2,165.9	\$2,507.00	\$2,549.67	\$2,993.70	\$2,638.37	\$2,683.80

**PROGRAM PURPOSE:** The State of Good Repair grants program provides financial assistance to public transit agencies that operate rail fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans. These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

**Statutory References:** 49 U.S.C. Section 5337 / FAST Section 3015

**Program Guidance:** [FTA Circular C 5300.1 State of Good Repair Grant Program: Guidance and Application Instructions.](#)

**Eligible Recipients:** State and local government authorities in urbanized areas with rail fixed guideway and high intensity motorbus systems that have been in operation for at least 7 years.

**Eligible Activities:** Projects that maintain, rehabilitate, and replace capital assets, as well as projects that implement transit asset management plans.

**What's Changed?**

The FAST Act clarified that HIMB tier funds are to be used only for vehicle related state of good repair costs, and may not be used for roadway state of good repair costs.

**Funding:**

Federal Share: 80%

Formula Details: Of the funds appropriated to the SGR Grants program by Congress, 97.15 percent is apportioned among urbanized areas with fixed-guideway systems, and 2.85 percent is apportioned among urbanized areas with high-intensity motorbus systems. Fifty percent of the high intensity fixed guideway funds are allocated based on the revenue miles and route miles reported to the NTD. The other fifty percent of the apportionment is determined by using the current fixed guideway definition in the calculation of what the urbanized areas would have received in FY 2011. The high intensity motorbus funds are allocated based on the revenue miles and route miles reported to the NTD.

**For Additional Information on FTA and the FAST Act, please visit: [www.fta.dot.gov/fastact](http://www.fta.dot.gov/fastact)**