Minneapolis–St. Paul, MN

Congestion Data: public congestion measures and the FY 2025–26 Congestion Relief Program

Population, 2020 Census **2,914,866**	State **Minnesota**
Census urban area code **57628**	Data retrieved **2026-11-20**

Congestion Relief Program, FY 2025–26

- **Eligible** The program funds projects in urbanized areas of more than 1,000,000 people, and the 2020 Census counted 2,914,866 here. Applications are due December 17, 2026, 11:59:59 p.m. Eastern on Grants.gov (FHWA-CRPP-27-001).

Who can apply: the state, the metropolitan planning organization, or a city or municipality in the area. Awards are at least $10 million (a total project cost of at least $12.5 million), with a non-federal match of at least 20% of the total eligible project cost.

Federal congestion measures for the whole area

Measure	Baseline	Latest	4-year target	Against target
Annual Hours of Peak-Hour Excessive Delay (PHED) Per Capita (hours per person a year; lower is better)	3.2 (2021)	3.8 (2022)	—	No target reported
Non-Single Occupancy Vehicle (Non-SOV) Travel (% of travel; higher is better)	26.7 (2021)	29.7 (2022)	—	No target reported

FHWA's report calls this area Minneapolis–St. Paul, MN–WI, its name in the 2010 Census, so its figures may cover a slightly different area from the 2020 one.

Metro-wide travel time

FHWA's quarterly Urban Congestion Report measures travel on the Minn.–St. Paul, MN metropolitan area's monitored roads as a whole. Its figures for July through September

Minneapolis–St. Paul, MN

2026:

Measure	Value	Against the notice's test
Travel time index	1.19	At or above 1.07
Planning time index	1.65	At or above 1.35
Congested hours, average weekday	2:51	The notice sets no test

Congested hours were 0:57 less than in the same months a year earlier. The report had 96% of the data it expected for the area.

The notice's tests apply to the project's own National Highway System facilities, measured with NPMRDS. A metro-wide index shows how congested the area's roads are overall; it doesn't show that a particular corridor qualifies.

What Criterion 1 asks for, and what is public

The notice's test	Threshold	Public data for this area
Travel time index on the project's NHS facilities	1.07 or more	Not public for the project's facilities: NPMRDS, which state DOTs and MPOs get through RITIS. Metro-wide, the Urban Congestion Report has 1.19 for July through September 2026.
Planning time index on those facilities	1.35 or more	Not public for the project's facilities: NPMRDS. Metro-wide, the Urban Congestion Report has 1.65 for July through September 2026.
The corridor misses a federal PM3 target	Any target missed	Area-wide peak-hour delay is above. Corridor reliability isn't public; statewide reliability is on FHWA's state pages (Minnesota).

TollSim Studio turns an agency's own NPMRDS export into the corridor's travel time index, planning time index, reliability and peak hour excessive delay, in the browser, with nothing uploaded.

Text for the Application Template

> **Section II, item 5: eligible applicant type.** The project occurs in an urbanized area with a population of more than one million: the Minneapolis–St. Paul, MN urban area, population 2,914,866 in the 2020 Census (U.S. Census Bureau, 2020 Census Urban Areas, code 57628).

> **Section VI: statutory priority, recurrent congestion (23 U.S.C. 129(d)(5)(B)).** The project is located in an urbanized area experiencing a high degree of recurrent congestion. FHWA's Urban Congestion Report for July through September 2026 gives the Minn.–St. Paul, MN metropolitan area 2 hours 51 minutes of congestion on an average weekday, a travel time index of 1.19 and a planning time index of 1.65. FHWA's urbanized-area congestion report gives 3.8 hours of peak-hour excessive delay per person in 2022.

Sentences built from the public figures in this document. Check them against the project before using them.

Households and commuting

Households	
Median household income	$98,186
Households earning under $50,000	24%
Households without a vehicle	8%
Average commute, one way	23 minutes

How workers 16 and over got to work	Share of workers
Drove alone	64%
Carpooled	7%
Public transportation	3%
Walked or biked	3%
Taxi, motorcycle or other	1%
Worked from home	23%

U.S. Census Bureau, American Community Survey, 2020–2024 ACS 5-year estimates, for the 2020 urban area. The estimates come from a sample and carry margins of error,

which the Census Bureau publishes with each table.

Sources

2020 Census Urban Areas: list of all urban areas, U.S. Census Bureau. https://www2.census.gov/geo/docs/reference/ua/2020_Census_ua_list_all.xlsx Retrieved 2026-11-19. SHA-256 4e87debc2999b8f6ae303be7de40988fbf80ebaffeccdcbb3d26df8b1fa4b97b.

Minneapolis–St. Paul, MN–WI Urbanized Area Congestion Report, Federal Highway Administration. https://www.fhwa.dot.gov/tpm/reporting/state/uza.cfm?uacc=57628 Retrieved 2026-11-19. The figures are read from the page's charts.

Urban Congestion Report, July through September 2026, Federal Highway Administration. https://ops.fhwa.dot.gov/perf_measurement/ucr/reports/fy2026_q4.pdf Retrieved 2026-11-20. SHA-256 358635262134ad7b66416489e912327e07683ffd25ac3b45e6f87be44332cea6.

American Community Survey 2020–2024 5-year estimates, table-based summary file, U.S. Census Bureau. https://www2.census.gov/programs-surveys/acs/summary_file/2024/table-based-SF/data/5YRData/ (tables B19013, B19001, B08201, B08301 and B08135). Retrieved 2026-11-20.

Fiscal Years 2025 and 2026 Congestion Relief Program (FHWA-CRPP-27-001), the notice of funding opportunity. https://www.grants.gov/search-results-detail/364277