# Salt Lake City, UT

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

| | |
|---|---|
| Population, 2020 Census<br>**1,178,533** | State<br>**Utah** |
| Census urban area code<br>**78499** | Data retrieved<br>**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 1,178,533 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) | 8.8 (2021) | 6.9 (2024) | 14.0 (2025) | Better than target |
| Non-Single Occupancy Vehicle (Non-SOV) Travel (% of travel; higher is better) | 26.8 (2021) | 29.1 (2024) | 27.0 (2025) | Better than target |

FHWA's report calls this area Salt Lake City–West Valley City, UT, 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 Salt Lake City, UT metropolitan area's monitored roads as a whole. Its figures for July through September

**Salt Lake City, UT**

2026:

| Measure | Value | Against the notice's test |
|---|---|---|
| Travel time index | 1.16 | At or above 1.07 |
| Planning time index | 1.72 | At or above 1.35 |
| Congested hours, average weekday | 2:13 | The notice sets no test |

Congested hours were 0:19 less than in the same months a year earlier. The report had 97% 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 1.16 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 1.72 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 (Utah). |

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 Salt Lake City, UT urban area, population 1,178,533 in the 2020 Census (U.S. Census Bureau, 2020 Census Urban Areas, code 78499).

> **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 Salt Lake City, UT metropolitan area 2 hours 13 minutes of congestion on an average weekday, a travel time index of 1.16 and a planning time index of 1.72. FHWA's urbanized-area congestion report gives 6.9 hours of peak-hour excessive delay per person in 2024, against a 2025 target of 14.0.

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

## Households and commuting

| Households | |
|---|---|
| Median household income | $97,233 |
| Households earning under $50,000 | 23% |
| Households without a vehicle | 6% |
| Average commute, one way | 22 minutes |

| How workers 16 and over got to work | Share of workers |
|---|---|
| Drove alone | 65% |
| Carpooled | 10% |
| Public transportation | 2% |
| Walked or biked | 2% |
| Taxi, motorcycle or other | 1% |
| Worked from home | 20% |

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.

Salt Lake City–West Valley City, UT Urbanized Area Congestion Report, Federal Highway Administration. https://www.fhwa.dot.gov/tpm/reporting/state/uza.cfm?uacc=78499 Retrieved 2026-11-19. The figures are read from the page's charts.

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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