

# Grant Application Submission Notification Memo

**TO:** **Office of the City Council** | Jennifer Bruno, Taylor Hill, Sylvia Richards, Linda Sanchez, Lehua Weaver, Nick Tarbet  
**Office of the Mayor** | Erin Mendenhall, Rachel Otto, Jill Love  
**Department of Finance** | Mary Beth Thompson, Amy Dorsey, Randy Hillier  
**Office of the City Attorney** | Jaysen Oldroyd, SLCRecorder@slcgov.com Katherine Lewis, Scott Fisher, Tina Orme

**FROM:** Annie Christensen

**DATE:** December 18, 2024

**SUBJECT:** #1 WFRC STP Wakara Way

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**FUNDING AGENCIES:** Wasatch Front Regional Council

**GRANT PROGRAM:** Surface Transportation Program

**REQUESTED GRANT AMOUNT:** \$4,700,657

**DEPARTMENT:** Public Services

**COLLABORATING AGENCIES:**

**DATE SUBMITTED:** 12/12/2024

**SPECIFICS:**

☐ Equipment/Supplies Only

☒ Technical Assistance

☐ Provides \_\_\_\_ Hourly Positions

☐ Existing

☐ New

☐ Overtime

☐ Requires Funding After Grant

Explanation: Please see below

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☒ Match Required \$341,343

☐ In-Kind Services and ☒ Cash

**GRANT DETAILS:**

Wakara Way, a primary vehicular access to the University of Utah Research Park, will soon become a first-last mile connection for the future TechLink TRAX line. The reconstruction will address poor pavement and street flooding, while adding safer bikeways and more direct / continuous sidewalks per the SLC Street Typologies.

Wakara Way's design as a 1970s-style autocentric access to one of the region's leading Wasatch 2050 City Centers, the University of Utah's Research Park, holds area businesses back from realizing their full potential by failing to provide the modern walkable / bikeable / transit-oriented environment desired by many scientists and tech workers. A recent 10-minute, mid-afternoon site visit on a cold, moderately-bad air day revealed constant walking and frequent biking activity, with several pedestrians spotted sprinting across the 6-lane road outside designated crosswalks, including to catch a bus. This project is intended to remedy this uncomfortable and potentially unsafe situation, replace a deteriorated roadway, address rainwater flooding in extreme weather events, and set the stage for a more multi-modal Research Park, dovetailing with the future Techlink TRAX anticipated to open within the next 10 years.