



***AMENDED**

**SCOTTSDALE TRANSPORTATION COMMISSION
Notice and Agenda**

Date: Thursday, January 15, 2026

Time: 5:15 P.M.

Location: Kiva – City Hall

3939 N. Drinkwater Boulevard

Scottsdale, AZ 85251

*** ADDED A NEW ITEM FOR ITEM #3 AND MOVED ORIGINAL ITEMS #3, 4 AND 5 TO ITEMS #4, 5 AND 6 RESPECTIVELY.**

Call to Order

Roll Call

Kerry Wilcoxon, Chair	Mailen Pankiewicz, Commissioner
Emmie Cardella, Vice-Chair	Kyle Davis, Commissioner
Robert Marmon, Commissioner	Bob Baker, Commissioner
Lee Kauftheil, Commissioner	

One or more members of the Transportation Commission may be attending the meeting by telephone, video, or internet conferencing, pursuant to A.R.S. §38-431(4)

Public Comment

Citizens may address the members of the Transportation Commission during Public Comment. This “Public Comment” time is reserved for citizen comments regarding non-agendized items. Arizona State law prohibits the Transportation Commission from discussing or taking action on an item that is not on the prepared agenda. Citizens may complete one Request to Speak “Public Comment” card per meeting and submit to City Staff. Public testimony is limited to three (3) minutes per speaker.

Written public comment for both agendized and non-agendized items may be submitted in-person by completing a yellow written public comment card or electronically by completing a Written Public Comment Form. Written public comment submitted after public testimony has

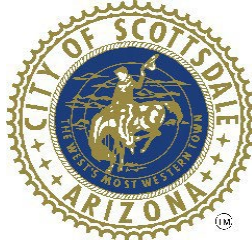
begun will be provided to the members of the Transportation Commission at the conclusion of the testimony for that item. Written comments that are submitted electronically at least 90 minutes before the meeting's scheduled start time will be provided to members of the Transportation Commission. A written public comment may be submitted electronically at the following link: <https://ww2.scottsdaleaz.gov/boards/transportation-commission>

1. [Approval of Meeting Minutes](#)----- **Discussion and Action**
Regular Meeting of the Transportation Commission – November 20, 2025
2. [Approval of the Annual Transportation Commission Report](#)-----**Action**
Review and approval of the 2025 Transportation Commission Annual Report – Transportation Commission
3. **Election of Officers**-----**Discussion and Action**
Election of Chair and Vice-Chair for 2026 – Transportation Commission
4. **2026 Transportation Commission Meeting Schedule**-----**Action**
Decide which nine months of the year to meet – Transportation Commission
5. **Scottsdale Trolley Paint Color Change**-----**Action**
Show the proposed color scheme and design for the new Scottsdale Trolleys - Nathan Domme, Senior Manager Transportation Planning
6. **Projects and Programs Update**-----**Information and Discussion**
Transportation & Infrastructure 2025 accomplishments - Nathan Domme, Senior Manager Transportation Planning

Adjournment



Persons with a disability may request a reasonable accommodation by contacting Susan Conklu at 480-312-2308. Requests should be made 24 hours in advance, or as early as possible, to allow time to arrange the accommodation. For TYY users, the Arizona Relay Service (1-800-367-8939) may also contact Susan Conklu at 480-312-2308.



DRAFT SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

**Thursday, November 20, 2025
City Hall Kiva Forum
3939 N. Drinkwater Boulevard
Scottsdale, AZ 85251**

CALL TO ORDER

Chair Wilcoxon called the meeting of the Scottsdale Transportation Commission to order at 5:16 p.m.

ROLL CALL

PRESENT: Kerry Wilcoxon, Chair
Bob Baker
Emmie Cardella
Kyle Davis (via Teams, arrived at 5:30 p.m.)
Lee Kauftheil
Robert Marmon

ABSENT: Mailen Pankiewicz

STAFF: Nathan Domme, Transportation Planning Manager
Susan Conklu, Senior Transportation Planner
John Hoang, Senior Traffic Engineering Manager

PUBLIC COMMENT

There was no response to the call for public comment.

1. Welcome New Commissioner

Chair Wilcoxon introduced Commissioner Baker, who highlighted his prior military and public service experience.

2. Approval of Meeting Minutes

Chair Wilcoxon requested that the word "green" on line 2 of page 4 be changed to "red".

COMMISSIONER KAUFTHEIL MOVED TO APPROVE THE OCTOBER 16, 2025, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES AS AMENDED. COMMISSIONER MARMON SECONDED THE MOTION, WHICH CARRIED FIVE (5) TO ZERO (0) BY ROLL CALL VOTE. CHAIR WILCOXON AND COMMISSIONERS BAKER, CARDELLA, KAUFTHEIL, AND MARMON VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES. MINUTES ARE APPROVED.

3. Election of a Vice-Chair

COMMISSIONER CARDELLA MOVED THAT SHE BE APPOINTED AS VICE-CHAIR TO THE TRANSPORTATION COMMISSION. COMMISSIONER KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED FIVE (5) TO ZERO (0) BY ROLL CALL VOTE. CHAIR WILCOXON AND COMMISSIONERS BAKER, CARDELLA, KAUFTHEIL, AND MARMON VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

4. Transportation Safety Plan – Police Department Traffic Enforcement and Education

Lieutenant Christopher DiPiazza conducted a slideshow presentation and reviewed slides with the following titles: Staffing and Tools; Traffic Enforcement Unit; Sources of Traffic Complaints; Education and Outreach; Governors Office of Highway Safety (GOHS) Grants; Crash Reduction Details; DUI Saturation; Repeat Offenders; E-Bike Enforcement; and Traffic Enforcement in 2024.

Lt. DiPiazza provided additional details about some of the areas of focus for the motorcycle enforcement units, noting that all traffic laws apply to cyclists as well as drivers. He described using crash reports to identify long-term problems for which the transportation team can engineer solutions. Serving repeat offenders in person, he continued, serves several purposes: it initiates a discussion between the offender and a police officer, it is an efficient method of service, and it speeds up the court process, all of which he hoped would lead to behavior modification.

In response to Commissioner Kauftheil's questions, Lt. DiPiazza discussed several scenarios in which motorcycle units end up witnessing drivers being distracted by their phones. The distracted driving statute is specific to phone and electric device usage, he continued, adding that there are no laws against eating while driving. He indicated that mid-block crossings by pedestrians are one of many topics discussed between the Scottsdale Police Department (SPD) and the Transportation Department. He confirmed that citations are issued by the SPD itself and not a third party. Regarding mobile photo enforcement data, he discussed the types of data that all photo units capture, which is then used to help with direct enforcement and policing.

Lt. DiPiazza stated e-bike enforcement cannot take place on private property, but on public property officers initiate stops just like any other traffic enforcement. A flow chart was created in collaboration with the City Attorney's Office and state employees which helps identify the classes of e-bikes, and officers have been trained using that chart. With respect to the low percentage of individuals cited, he remarked that officers have discretion and can decide whether behavior modification would likely result from the traffic stop alone. Notices of violation are often issued in lieu of citations to individuals identified through photo enforcement.

Responding to additional Commissioner questions, Lt. DiPiazza said the warning signs letting drivers know about nearby cameras are required by state law. Behavior modification and education are the goals of the program, not issuing tickets, and he described the program as effective. He said he would provide the Commission with information about trends over the past several years.

***Commissioner Davis joined the meeting electronically at 5:30**

Lt. DiPiazza responded to Commissioner Davis' question by discussing the SPD's focus on technology for traffic enforcement and crash reduction. He discussed how data is used to target enforcement, the positive impact of the photo enforcement program on speed reduction, and the use of data to ensure officers are patrolling at the best times.

Lt. DiPiazza confirmed the Chair's assertion that the SPD has its own standalone 911 center, but it and nearby agencies are on the same regional workgroup, which makes sharing information seamless. He asserted that the SPD is competitive in terms of salary and benefits. He mentioned that discussions have taken place about adding more photo enforcement locations, but that would come with additional staffing considerations.

5. Transportation Safety Plan – Workforce and Emergency Responder Safety in the Right-of-Way

Transportation Planning Manager Nathan Domme conducted a slideshow presentation and reviewed slides with the following titles: Purpose; Background; Key Risks; Goals; Approach; Safe-System Control Strategy; Training, Certification; Safety Culture; and Pedestrian, Bicycle and Transit Safety.

Fire Captain Sasha Weller continued the presentation by reviewing slides with the following titles: Fire Department Response Information; and Best Practices and Standard Operating Procedures. He detailed the different challenges and dangers that occur with water rescues and vehicle fires and discussed how large vehicles are put in strategic positions to allow sufficient room to keep all City employees and first responders safe. The goal is for smaller accident scenes to be cleaned up and reopened to traffic within 20 minutes. He spoke about national standards pertaining to reflective materials on fire apparatus.

In response to Commissioner Kauftheil's queries, Chair Weller said the chemical hazard caused by lithium-ion battery failure is pretty consistent, but since e-bikes have smaller batteries, the department's main concern with e-bike fires is ensuring they do not spread. Larger batteries only really impact the duration of a fire. He discussed how thermal runaway in larger batteries is handled, noting that it is typically caused by overheating/overcharging and accidents where the something intrudes into the battery storage. E-bike battery incidents are rare, he pointed out.

Commissioner Marmon inquired about controlling the landscaping in rights-of-way. Mr. Domme said he would investigate areas where that is occurring and possibly cite offenders based on provisions in some new ordinances. He indicated he would relay the Commissioner's concern about insufficient lighting at night in construction areas.

Responding to Chair Wilcoxon's questions, Chair Weller reviewed elements of the SPD's aggressive approach to heat stress management to limit the hazards faced by employees. He said his electrolyte replacement budget for the academy was \$15,000 for June and July alone. He spoke about the process of evaluating the vital signs of any workers in gear for more than 20 minutes and the steps taken if employees exceed specific limits.

The department is limited as to what specific medical information it can monitor for its employees, but employees are required to pass a robust annual physical every year. He spoke

about different steps that are taken if areas of concern are identified during the physicals. He stressed the importance of the health and safety of employees to the department.

Senior Traffic Engineering Manager John Hoang concluded the presentation by reviewing slides entitled Traffic Management Center and Special Event Safety. He added that large vehicles such as waste management vehicles are sometimes used block areas of construction.

Regarding a temporary walkway erected during construction near El Dorado Park, Mr. Domme said that solution was determined for that specific area, but there is no specific policy regarding temporary walkways. The Safety Plan will encourage staff to develop guidelines on how to mitigate bike and pedestrian closures. Commissioner Kauftheil expressed concern about the poor condition of the walkway and requested signage which provides information about the length of time it is expected to be in place.

6. FY26/27 Capital Improvement Plan Recommended Transportation Project List

Transportation Planning Manager Nathan Domme conducted a slideshow presentation and reviewed slides with the following titles: Discussion and Possible Action; Capital Improvement Plan Budget Process; New Requests – Project Types; Yearly Recurring Capital Accounts; Thompson Peak Pkwy Bridge...; Thomas Road; Traffic Signal Rewiring; Major Traffic Signal Equipment Upgrade; Doubletree Corridor Traffic Signal Equipment Upgrade; Northsight Boulevard & Butherus Drive; Trolley Vehicle Purchase; Transit Stop Renovation; Dynamite Boulevard; Pinnacle Peak Road; Legacy Boulevard Bridge...; Hualapai Drive Shared Use Path; 91st Street and Trailside View Roundabout; Prioritization Framework; Tier 1; Tier 2; Tier 3; and Plan Alignment & Funding Considerations.

Mr. Domme broke down the approximate funding amounts allocated every year for each recurring capital project type listed in the presentation. He indicated that due to inflation, buses currently cost the City \$800,000 each. Scottsdale has approximately \$60 million in the Transportation Improvement Program, he noted, but good cost estimates for design are necessary to understand the full scope of the projects.

Commissioners were given the opportunity to ask questions. Mr. Domme acknowledged that the Thomas Road project had previously been designed, and that design will be used except that the lane configuration will be kept the same as it is now. There are no longer any right-of-way issues, and discussions are underway about the relocation of power lines. He believed that the trolleys would be fueled by compressed natural gas, but he would need to look into that. He acknowledged an error in the presentation and clarified that a .1 percent sales tax would be used to pay for the three Arterial Life Cycle Program (ALCP) projects.

Mr. Domme noted the trolley vehicle program could have been placed in Tier 1, but he chose to include it as a Tier 2 project. Last year had more than 19 projects slated, the number expected for this year, but there is no guarantee that they will all move forward this year. Commissioner Davis expressed frustration that some of the low-dollar projects are in Tier 3 and may not proceed, though he agreed with the ranking overall. If those projects do not move forward this year, Mr. Domme replied, they could be ranked higher next year.

Chair Wilcoxon expressed concern about the optics of Tier 1 projects, which deal largely with expansion, being prioritized over Tier 2 projects, which relate to safety. Mr. Domme pointed out that prioritizing the ALCP projects does not impact any of the other projects because they are funded

through the .1 percent sales tax. Chair Wilcoxon suggested emphasizing that the Tier 1 projects will also positively impact the safety of roads.

COMMISSIONER MARMON MOVED THAT THE TRANSPORTATION COMMISSION SUPPORT TIER 1 AND TIER 2 PROJECTS AS THE HIGHEST PRIORITY FOR FUNDING IN THE UPCOMING FIVE-YEAR CIP, AND SUPPORT TIER 3 PROJECTS ADVANCING AS FUNDING ALLOWS, WITH STAFF EMPHASIZING THAT TIER 1 PROJECTS ALSO COME WITH SAFETY IMPROVEMENTS. COMMISSIONER KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) BY ROLL CALL VOTE. CHAIR WILCOXON, VICE-CHAIR CARDELLA, AND COMMISSIONERS BAKER, DAVIS, KAUFTHEIL, AND MARMON VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

ADJOURNMENT

VICE-CHAIR CARDELLA MOVED THAT THE NOVEMBER 20, 2025, MEETING BE ADJOURNED. COMMISSIONER KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) BY VOICE VOTE. CHAIR WILCOXON, VICE-CHAIR CARDELLA, AND COMMISSIONERS BAKER, DAVIS, KAUFTHEIL, AND MARMON VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 7:23 p.m.

Recorded and transcribed by eScribers, LLC.



2025 Annual Report

Transportation Commission Annual Report

Prepared by Susan Conklu, Senior Transportation Planner on January 12, 2026

Approved by the Transportation Commission on January 15, 2026

Web Site Address: City of Scottsdale - Transportation Commission

Number of Meetings Held: 8

Public Comments: 6

Major Topics of Discussion / Action Taken:

- Election of Officers – Approved 7-0
- Overview of the Strategic Transportation Safety Plan – Information
- Overview and Accomplishments in 2024 - Information
- Approval of the Transportation Commissioner Annual Report – Approved 7-0
- Clarendon Avenue Neighborhood Traffic Management Program Variance Request – Approved 7-0
- Strategic Transportation Safety Plan: Common Practices and Department Success – Information
- Local Area Infrastructure Plans – Approved 7-0
- Proposition 479: Arterial Life Cycle Program – Information
- Feasibility Studies and Conceptual Designs for Capital Projects – Information
- Path Wayfinding Signage Update – Information
- Strategic Transportation Safety Plan: Data Analysis and High-Risk Locations – Information
- Strategic Transportation Safety Plan: Strategies/ Countermeasures Identification – Information
- Operating Budget and Capital Improvement Plan for Fiscal Year 2025/26 p Approved 6-0
- Department Reorganization – Information
- Electric Bicycles and Shared-Use Path Speed Limits Study – Approved 7-0
- Strategic Transportation Safety Plan: Initial Goals and Policies – Information
- Strategic Transportation Safety Plan: High Injury Network – Information
- 78th Street and Gold Dust Traffic Calming Exceptions – Approved 7-0
- Strategic Transportation Safety Plan: Education Component – Information
- MAG Update on Pima Road Project from Las Piedras to Cave Creek Road – Information
- Scottsdale's Signaling System, Left-Turn Signals, and Red-Light Timing – Information
- Functional Classification Changes and Amendment to the Transportation Action Plan – Approved 6-0
- Transportation Safety Plan – Police Department Traffic Enforcement and Education – Information
- Transportation Safety Plan – Workforce and Emergency Responder Safety in the Right-of-Way – Information
- FY26/27 Capital Improvement Plan Recommended Transportation Project List – Approved 6-0

Member Attendance:

Member Name	Title	Present	Absent	Recused	Service Dates
Mary Ann Miller	Chair	9	0	0	From January to October
Kerry Wilcoxon	Vice-Chair then Chair	9	0	0	From January to December
Emmie Cardella	Commissioner then Vice-Chair	9	0	0	From January to December

Lee Kauftheil	Commissioner	8	1	0	From January to December
Robert Marmon	Commissioner	9	0	0	From January to December
Mailen Pankiewicz	Commissioner	8	1	0	From January to December
Kyle Davis	Commissioner	1	2	0	From January to December
Bob Baker	Commissioner	1	0	0	From October to December

**Mary Ann Miller was replaced as Chair by then Vice-Chair Kerry Wilcoxon. Kerry Wilcoxon's Vice-Chair role was then filled by then Commissioner Cardella. The remaining vacant Commissioner position was filled by Bob Baker.*

Subcommittees: A Paths and Trails Subcommittee was formed on March 18, 2010, as a result of the updated Transportation Commission Ordinance approved by City Council on November 3, 2009. The Paths and Trails Subcommittee was established to advise the Transportation Commission as a whole and provide a public forum for issues surrounding paths and trails. The Subcommittee shall consist of five members: two Transportation Commissioners, one Parks and Recreation Commissioner, and two non-commission members. Commission members will be appointed annually by their respective commission's Chair; non-commission members will be appointed by the City Council for terms of three years with a maximum of two terms.

Ethics Training: Yes, all Commission Members completed online Ethics training prior to their first meeting of the year on January 15, 2026.

Selected Officers: Yes. The Transportation Commission previously appointed Commissioner Miller for Chair and Commissioner Wilcoxon for Vice-Chair. Upon Chair Miller's term ending, Vice-Chair Wilcoxon was voted Chair and then Commissioner Cardella was voted the new Vice-Chair. Previously, Transportation Commissioner Kauftheil was appointed as the Chair for the Paths & Trails Subcommittee and Commissioner Wilcoxon Vice-Chair. Upon Vice-Chair Wilcoxon's term on the Subcommittee ending, Commissioner Marmon was appointed to the Subcommittee and voted Vice-Chair.

Reviewed Bylaws/City Code: Yes, on January 16, 2025. Annual meeting frequency was kept at 9 meetings per year.

Anticipated Key Issues: N/A.

Future Significant Work Products: The Transportation Action Plan (TAP) Implementation and the Transportation Strategic Safety Plan.

Upcoming Opportunities, Challenges, or Outcomes: N/A.

Additional Comments/Recommendations: N/A.

Report approved on January 16, 2026.

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Nathan Domme, Senior Manager: Transportation Planning
Subject: Scottsdale Trolley Paint Color Change
Meeting Date: January 15, 2026

ITEMS IN BRIEF

Actions:

- Approve the standardization of the Scottsdale Trolley exterior paint scheme for the entire fleet.
- Approve the use of the City's traditional palette, which includes blue, white, and gray, as the baseline paint scheme.
 - Select either Civic Blue or Denim Blue as the primary color.

Purpose:

Provide background and recommend that the Scottsdale Trolley Fleet adopt a standardized exterior color scheme using the City's traditional blue, white, and gray palette. This approach will reinforce a unified civic brand and ensure consistent service identity across all routes, service types, and marketing products.

Background:

Scottsdale's trolley vehicles currently use several color schemes, such as purple and gold or gray, to align with Valley Metro vehicles. This inconsistency has reduced brand recognition, limited public awareness, and created confusion about which vehicles belong to the official City fleet.

Below are the current liveries in service:

2013 Model 30' (2 vehicles remaining in the fleet)



2013 Model 35' (4 Vehicles remaining in the fleet)



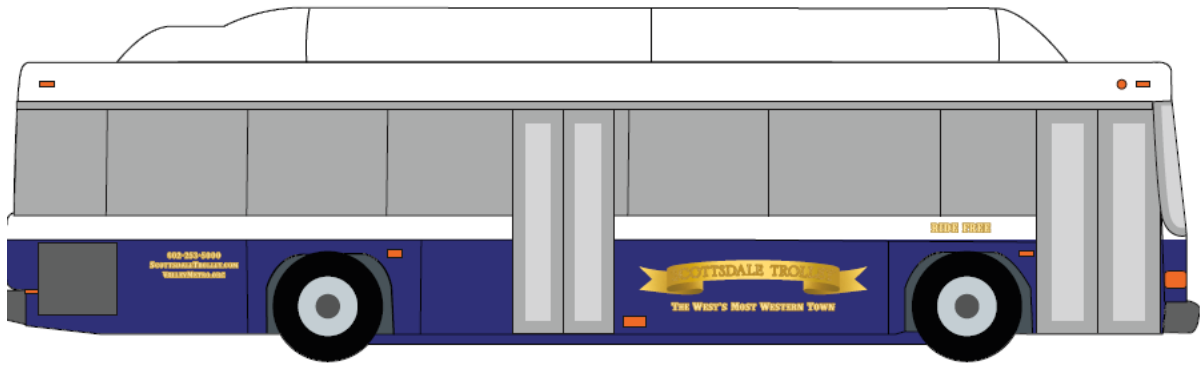
2017 Model 35' (4 vehicles remaining in the fleet)



2018 Model 35' (4 vehicles remaining in the fleet)

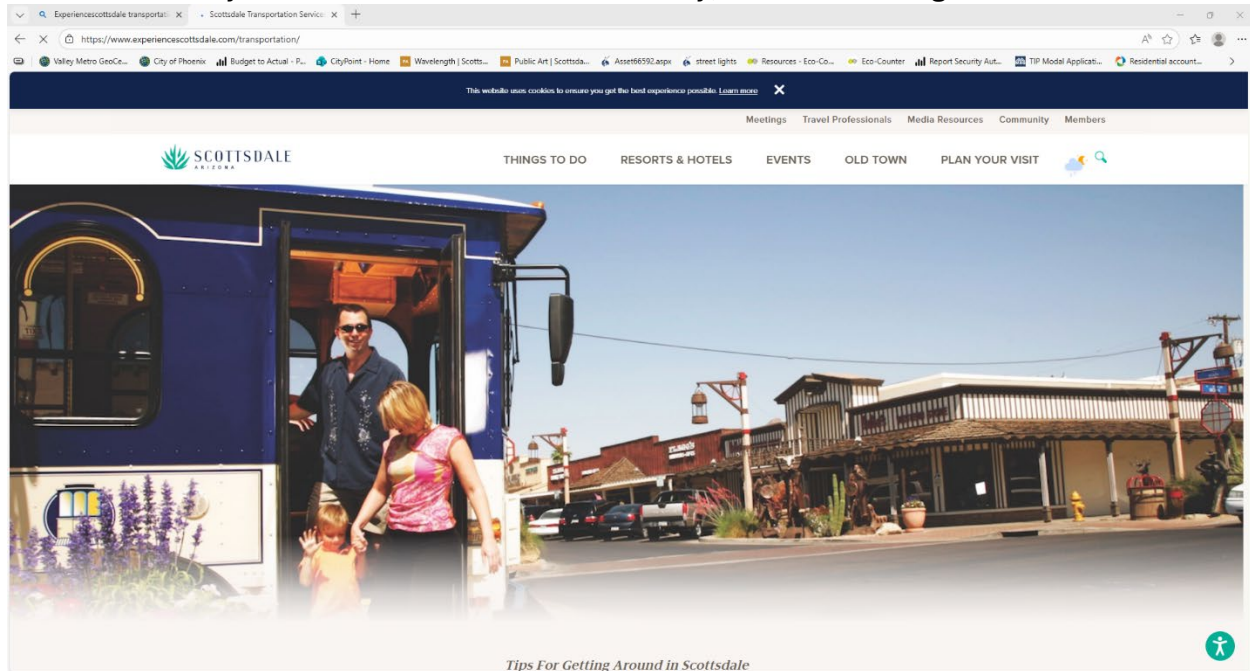


2020 Model 35' (3 vehicles remaining in the fleet)



Alignment with Scottsdale's Established Identity

The Scottsdale Trolley is a customer-facing part of the City's transportation system and should represent Scottsdale's brand. It has regularly been featured in tourism and marketing materials and is often photographed. For example, the current Experience Scottsdale "Transportation" page shows the trolley in the former blue and white livery, which is no longer in use.



Multiple designs for a single service can create uncertainty for passengers. A consistent, high-contrast palette improves wayfinding, especially during special events and in areas with many visitors.

Scottsdale's civic identity has long included shades of blue and gray, which are prominent in City branding and facilities. Using this palette for the Trolley fleet ensures consistency with municipal imagery and integrates the trolleys into the broader family of City visual assets.

Color Recommendation: Adopt a standardized livery specification with:

- Primary: Denim (Light Scottsdale) Blue or Civic (Dark Scottsdale Blue)

- Secondary: Gray
- Accent: White

Based Implementation

The city can implement the new liveries using paint, vinyl wrap, or a combination of both.

Option	Description	ROM Cost (per vehicle)
Full vinyl wrap	Replace all exterior graphics with a new standardized wrap	~\$6,000
Partial wrap or decals	Retain base paint; apply standardized panels and markings	~\$500–\$5,000

Additional Elements of Standardization

The new scheme should include the following elements:

- Readability of “SCOTTSDALE TROLLEY” and City markings
- Fleet numbers
- Route identifiers
- Trolley logo

Schedule

The city has five new trolley vehicles scheduled for delivery in Fall 2026, providing an ideal opportunity to introduce a standardized design. The following schedule adheres the production deadlines.

Phase 1: Based Paint Colors Confirmation to Vendor (January 2026)

- Confirm the City’s color palette and design rules with the vendor Gillig.
 - Color references and finish requirements
 - Approved vendor file formats and proofing process

Phase 2: Base Paint Scheme to Vendor (February 23, 2026)

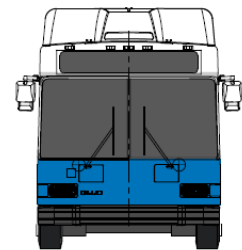
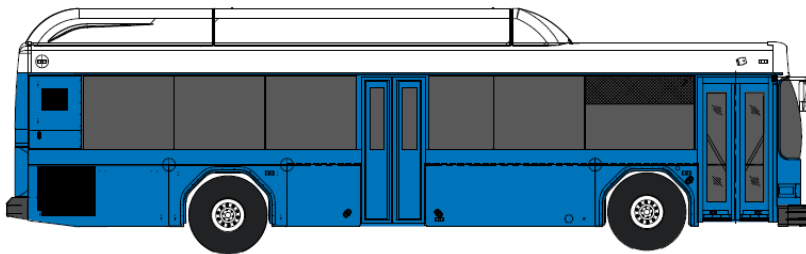
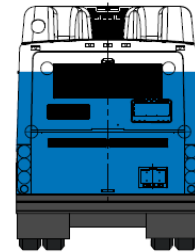
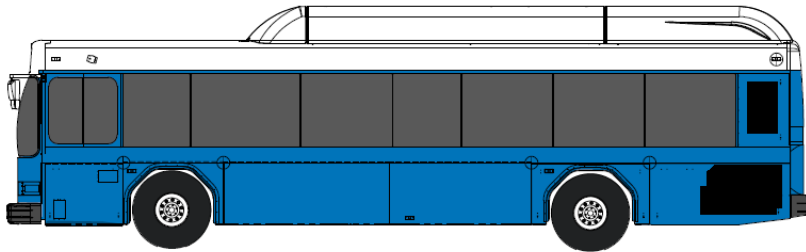
- Confirm the City’s preferred base paint scheme.

Phase 3: Fleet Integration

- Apply the new design to the five new trolleys upon delivery.
- Rewrap or repaint existing vehicles during midlife refurbishment, body repair, or modernization.
- Update City marketing materials, route maps, and web content to reflect the standardized design.

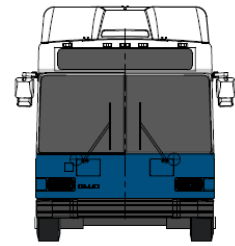
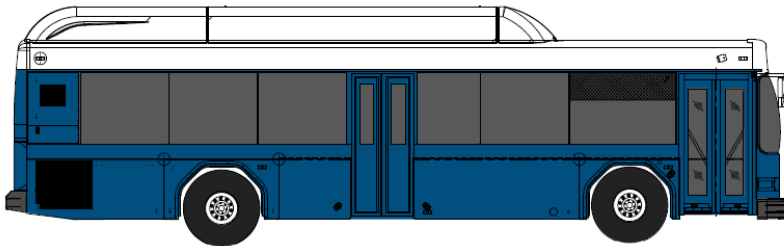
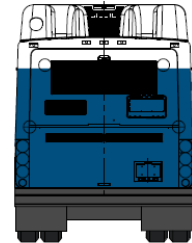
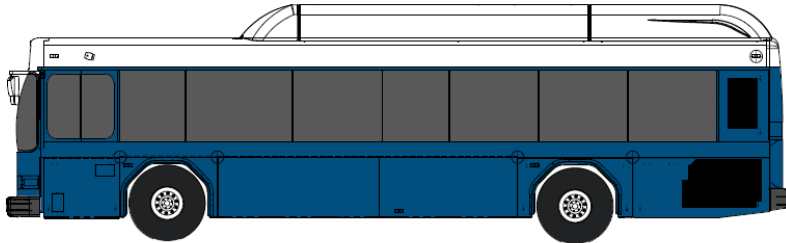
Proposed Base Colors options

1. Denim Blue and White



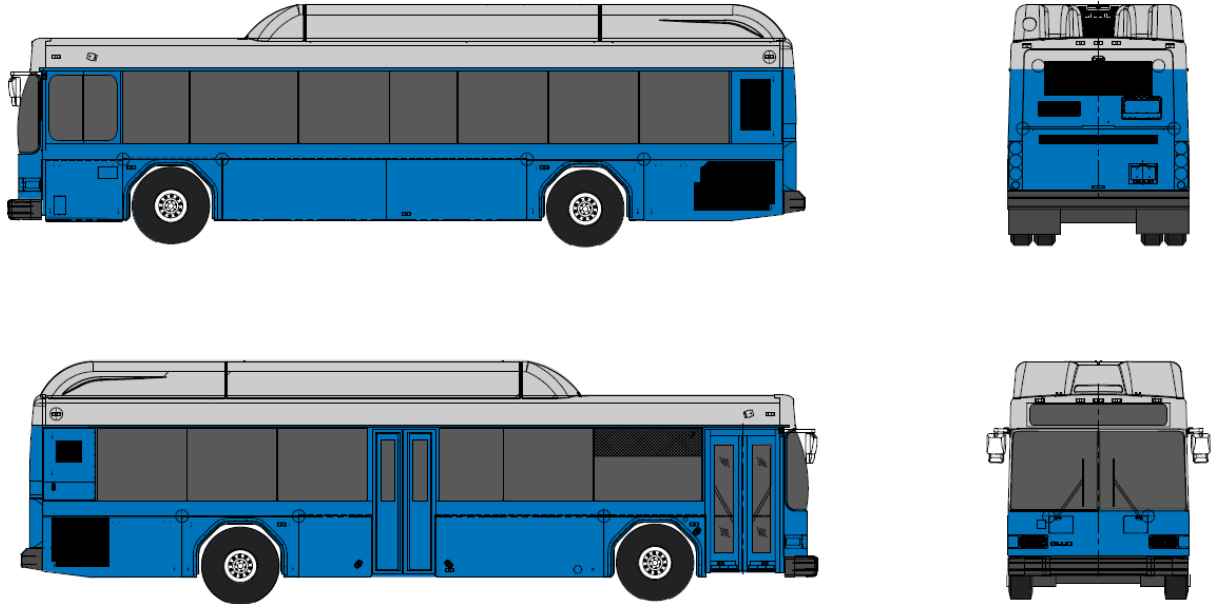
Option	Partial wrap or decals
Pros	Recognizable Scottsdale identity (aligns with historic trolley imagery and visitor-facing materials). High contrast and visibility (blue + white)
Cons	White surfaces show road grime and require more frequent washing and touch-ups to maintain appearance.

2. Civic Blue and White



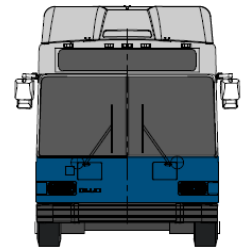
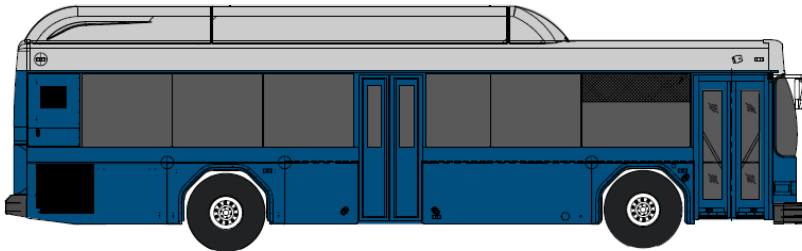
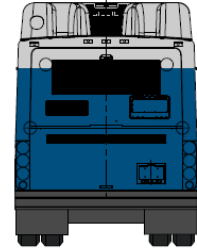
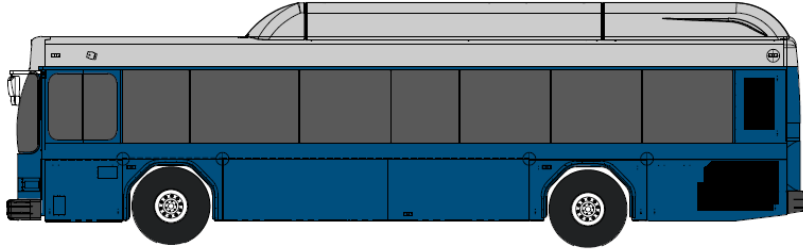
Option	Partial wrap or decals
Pros	High contrast look that reads well from a distance and in photos; strong brand presence.
Cons	Very Similar Color to the Tempe Orbit Service

3. Denim Blue and Gray



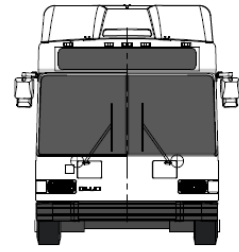
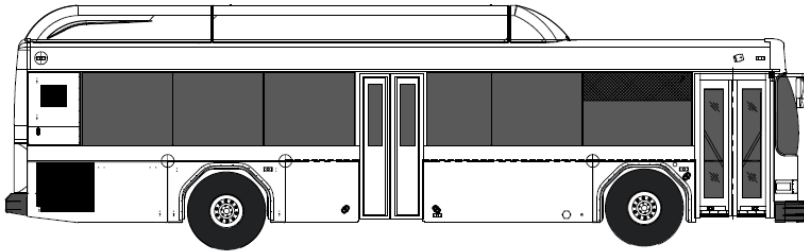
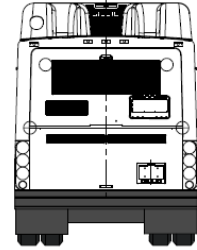
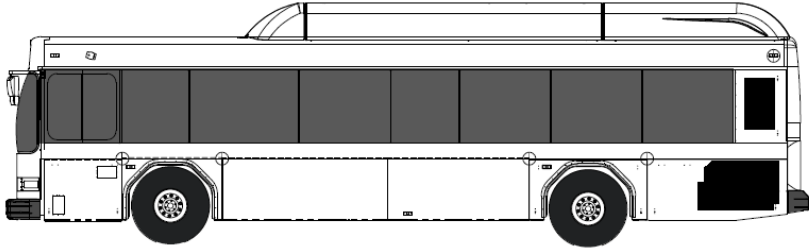
Option	Partial wrap or decals
Pros	Recognizable Scottsdale identity (aligns with historic trolley imagery and visitor-facing materials). High contrast and visibility (blue + gray)
Cons	Lower contrast than white reduces visibility and quick recognition at distance.

4. Civic Blue and Gray



Option	Partial wrap or decals
Pros	Darker base can keep vehicles looking cleaner between washes when paired with controlled graphics zones.
Cons	Very Similar Color to the Tempe Orbit Service

5. All White



Option	Full vinyl wrap
Pros	<ul style="list-style-type: none">• Maximum flexibility for a full branded wrap and future refreshes without repainting.
Cons	Highest recurring cost due to full-wrap installation and replacement lifecycle.

6. All Gray



Option	Partial wrap or decals
Pros	Most flexibility in the design of the decals and wrap
Cons	Lowest distinctiveness; likely to blend with Valley Metro.

Next Steps:

- Staff to proceed with full exterior development for new vehicles.
- Present at the February 19 Transportation Commission Meeting

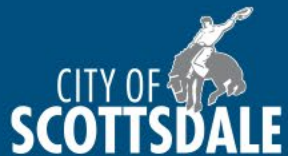
Contacts:

Nathan Domme, 480-312-2732, ndomme@scottsdaleaz.gov

Scottsdale Trolley Paint Color Change

Transportation Commission

January 15, 2026



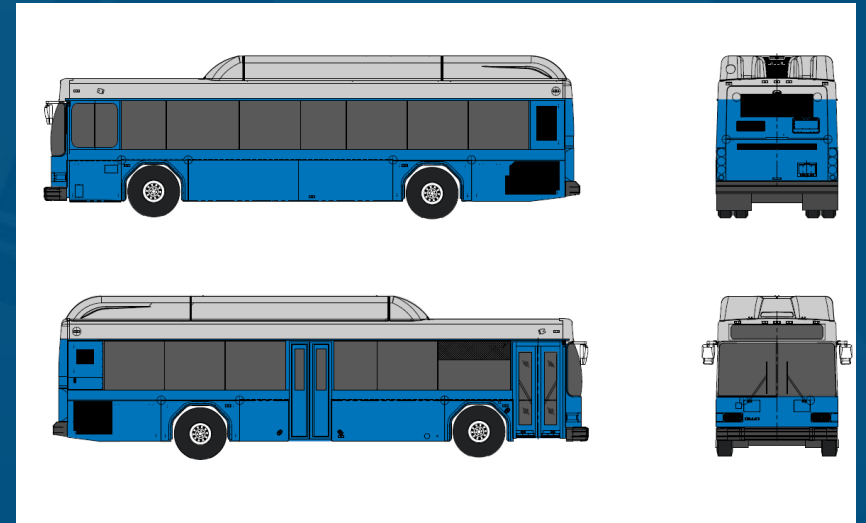
Why Now

- Five new trolley vehicles are scheduled for delivery in Fall 2026
- A single, consistent color scheme improves recognition, wayfinding, and civic branding
- Incorporate city color palette into a new Trolley vehicle design

Existing Old



Possible New



Scottsdale Trolley History

- 2005/2006 | From seasonal service to year-round service
- 17 vehicle fleet
- Vehicle color scheme | Designed to complement Valley Metro colors / design
- Service Monday – Friday
- 3 Routes
- Connections to Downtown and Senior Centers
- Special Event | Spring Training Service

2013 Models



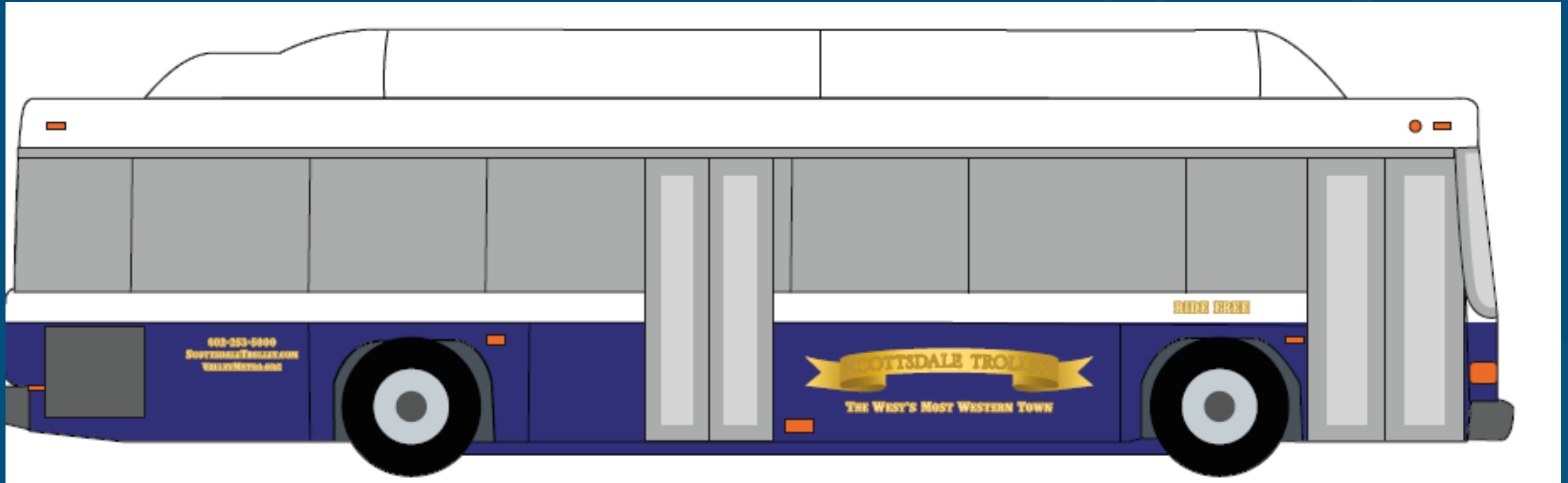
2017 Model



2018 Model



2020 Model



Similarities to Valley Metro Colors



Observed Impacts

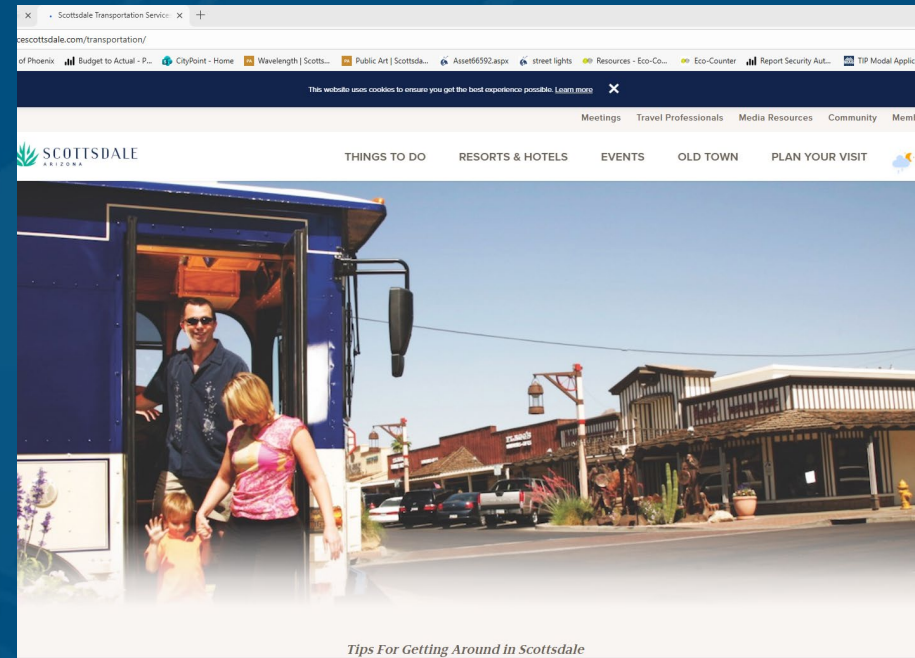
- Weakened brand recognition and public awareness
- Passenger uncertainty about which vehicles are part of the City fleet
- Inconsistent appearance across routes, service types, and marketing products

Caution: Tempe Orbits Exterior



Standardize: Identity, Wayfinding, and Marketing

- The trolley is highly visible, frequently photographed, and featured in materials intended for visitors.
- Aligning the trolley with Scottsdale's established blue and gray civic identity will strengthen its integration into City branding.



Recommendation: Standard Color Palette

- Ensure a consistent appearance across all routes, service types, and marketing materials.
- Use high-contrast designs to enable quick recognition from a distance.
- Provide clear placement for the “SCOTTSDALE TROLLEY” identifier, city marks, and fleet numbers.
- Adopt a template-based approach to facilitate future updates and fleet expansion.



Primary:
Denim (Light) Blue
OR Civic (Dark) Blue



Secondary:
Gray



Secondary:
White

Base Color Design and Schedule

- Transit staff is collaborating with the City's Graphic Design Team and Scottsdale Arts.

Step 1 — Jan 2026

Confirm City color palette with vendor (Gillig).

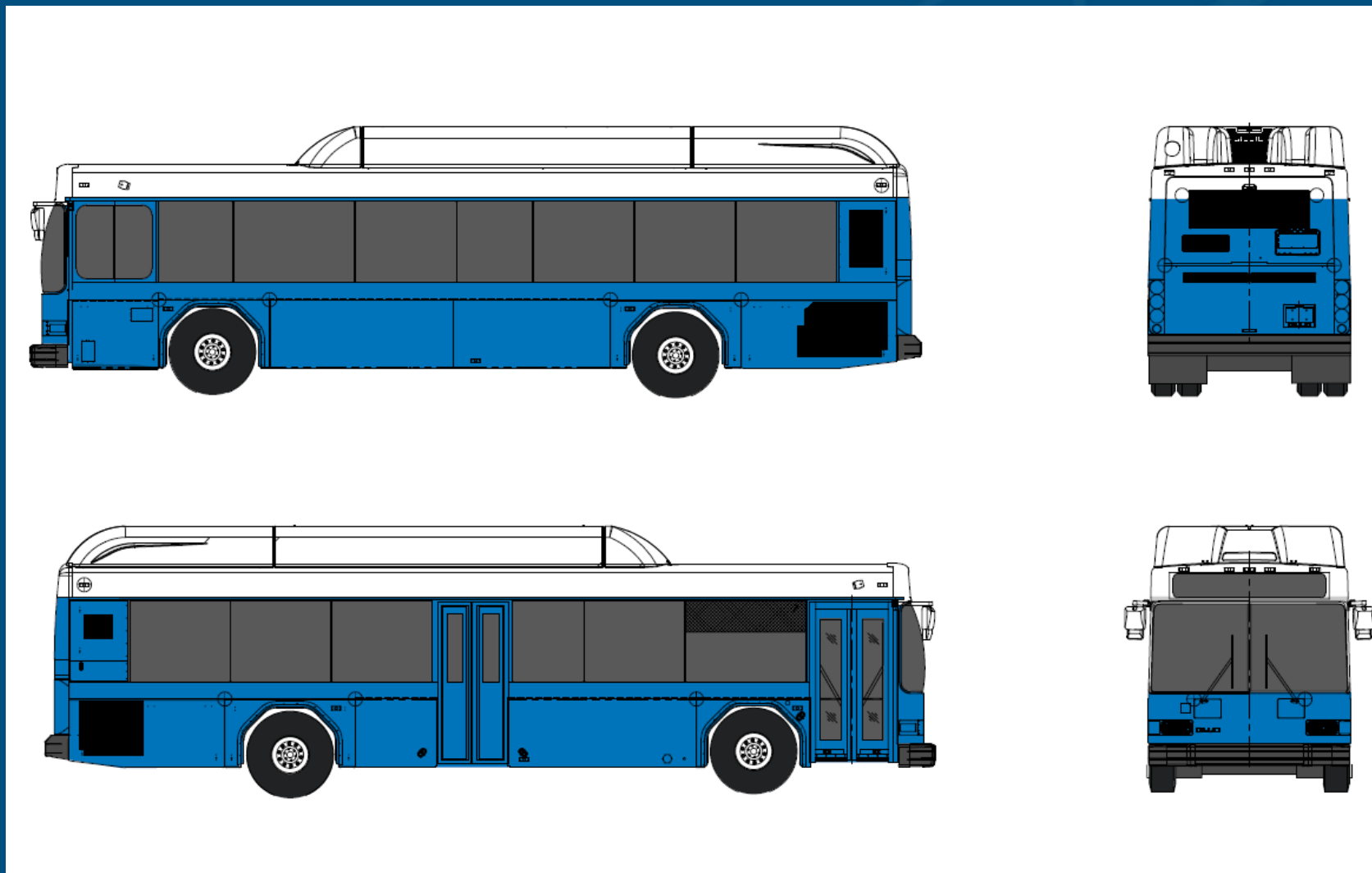
Step 2 — Feb 23, 2026

Confirm preferred base paint scheme and decals for the new vehicles.

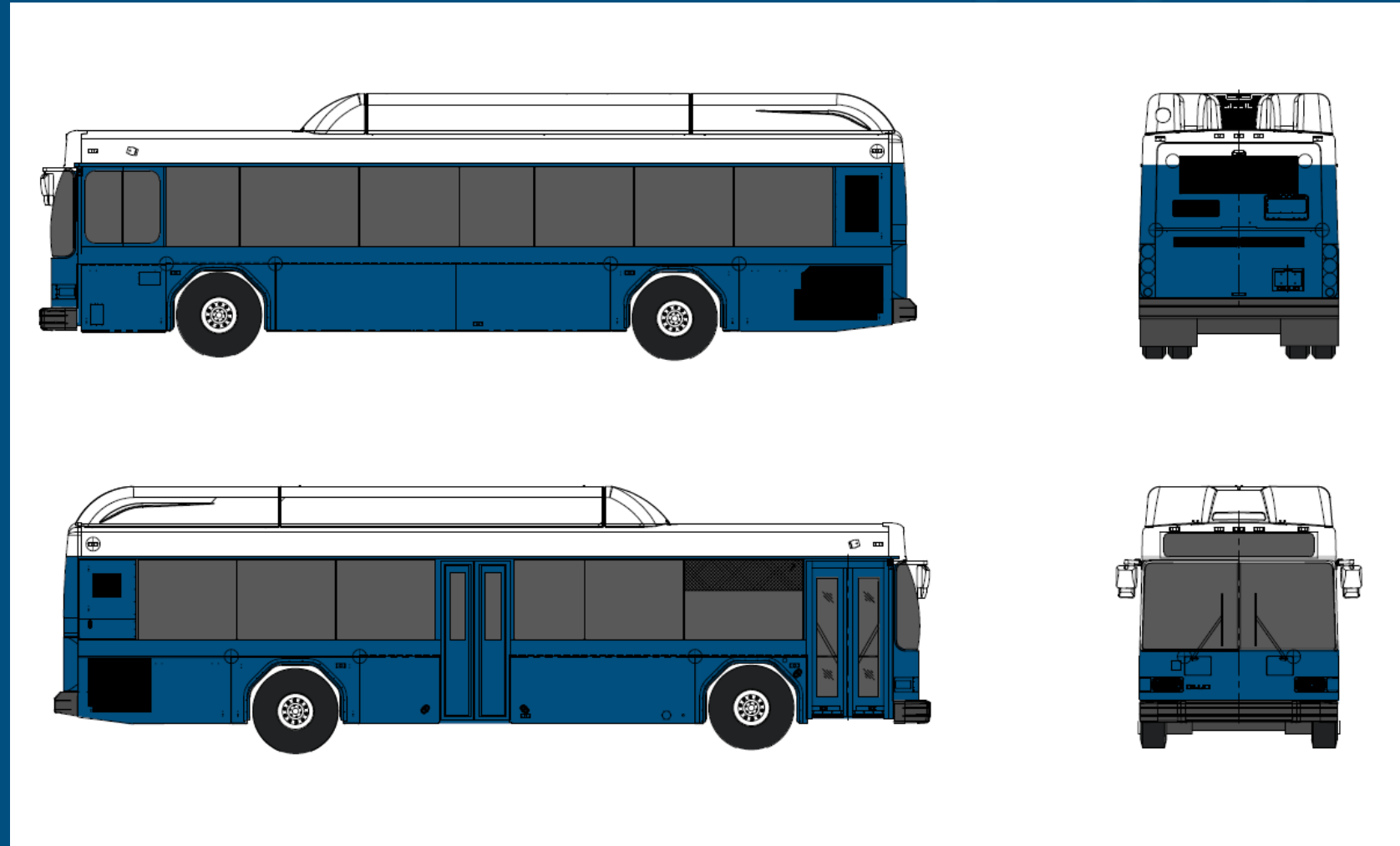
Step 3 — Fall 2026+

Apply to new vehicles at delivery; transition existing fleet during refurbishment/repairs; update maps and marketing imagery as deployed.

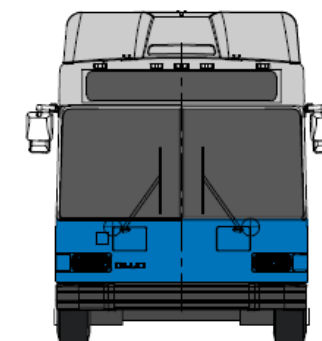
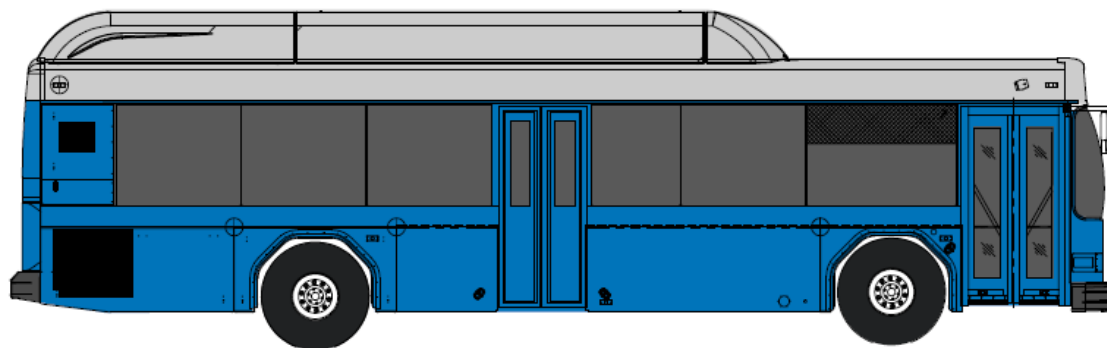
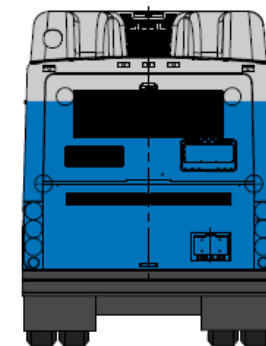
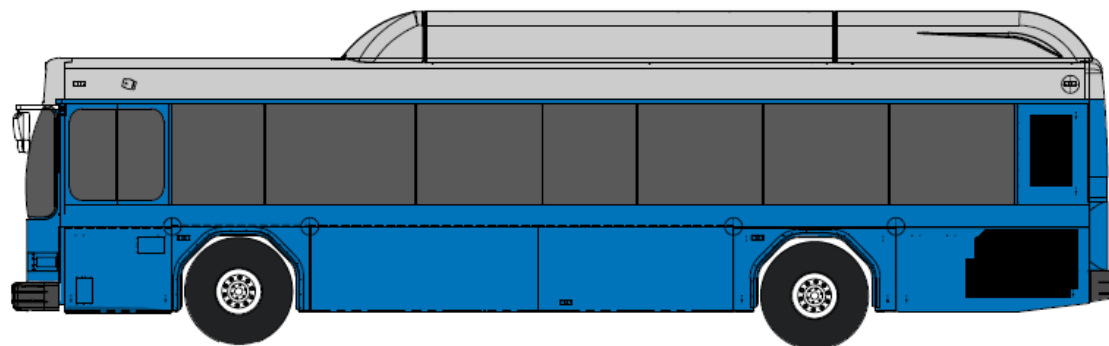
Blue + White



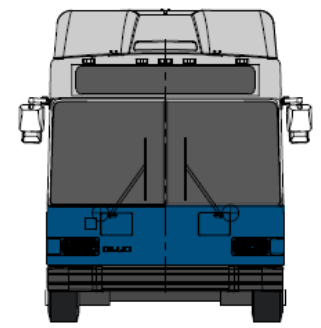
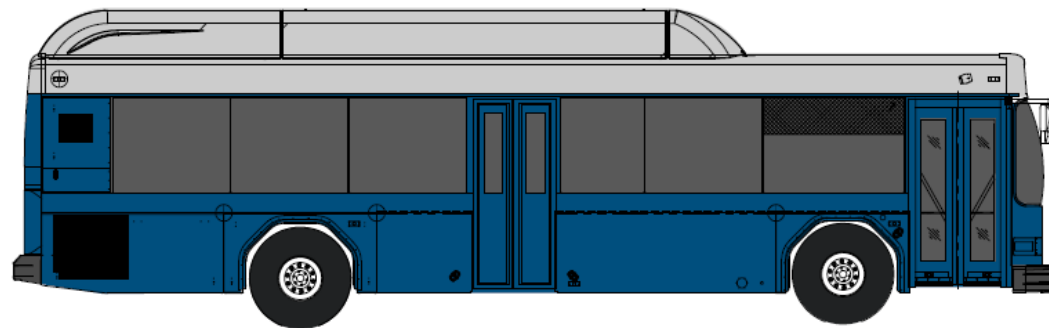
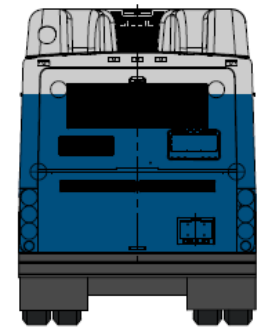
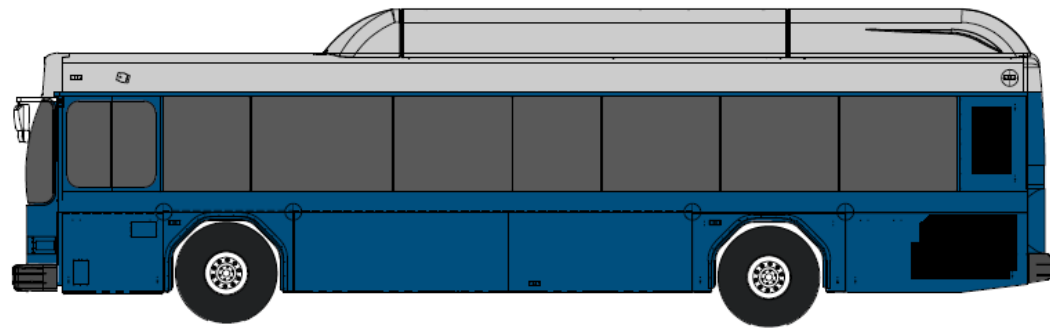
Civic Blue + White



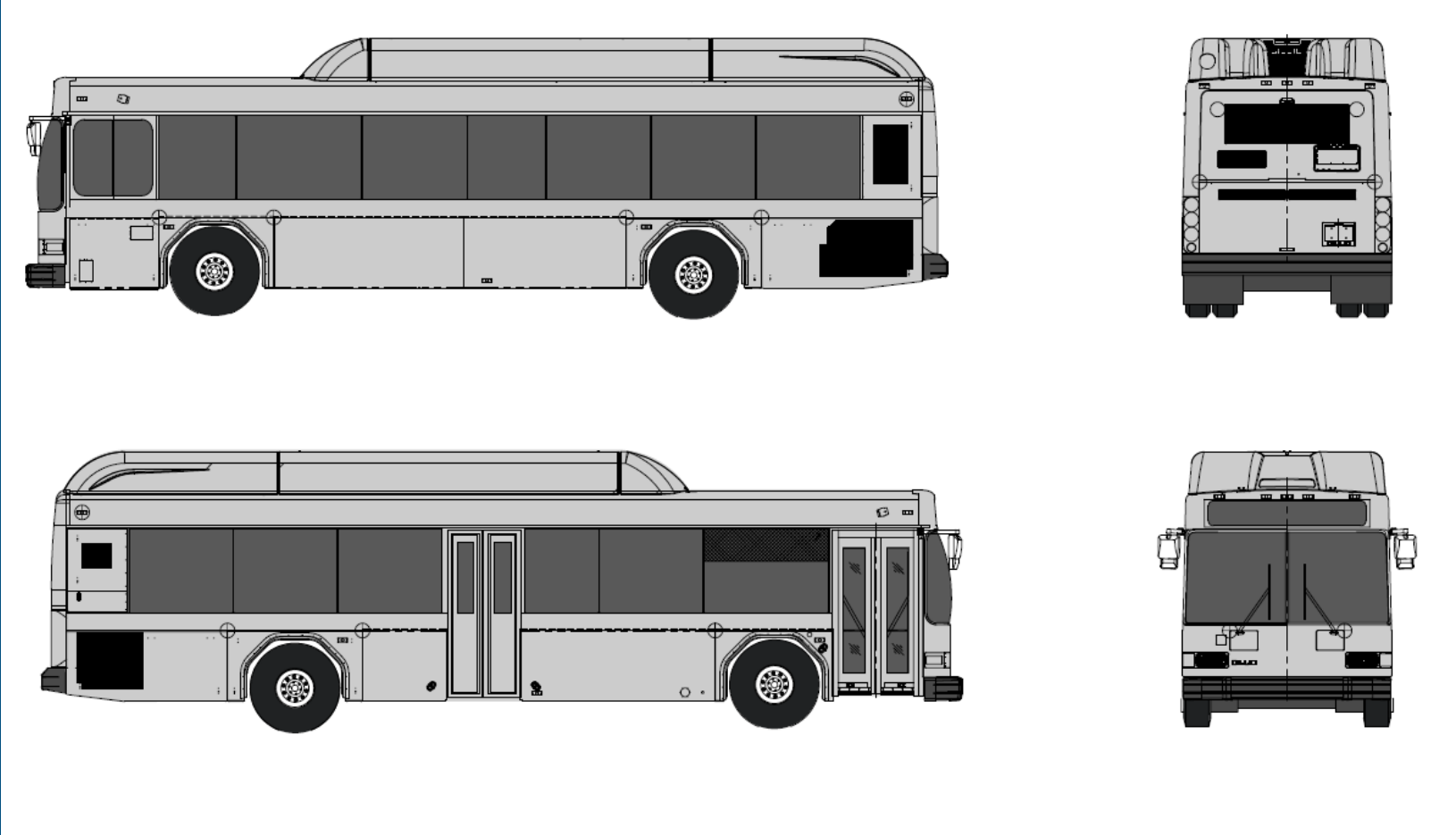
Denim Blue + Gray



Civic Blue + Gray



All Gray (Partial Wrap/Decals)



All White (Full Wrap)

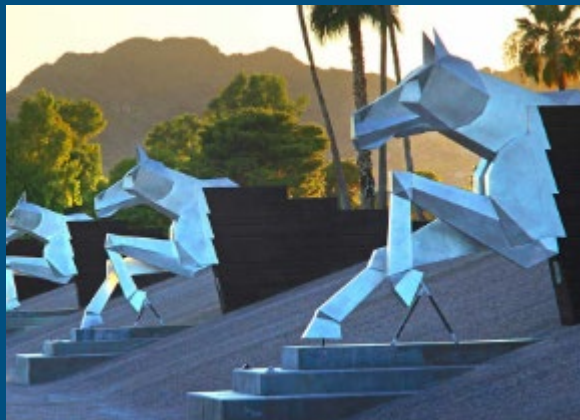


Vinyl Wrap vs Paint/Decals

- Decals should be replaced two to three times during the buses' service life, which is typically 12 to 15 years.
- Valley Metro replaces vinyl wraps annually.
 - Vinyl wraps should be used only for seasonal events and special branding.

Option	Description	
Vinyl wrap	Replace all exterior graphics with a new standardized wrap	\$6,000
Decals	Retain base paint; apply standardized panels and markings	\$500–\$5,000

Collaboration with Scottsdale Arts



CITY OF
SCOTTSDALE





Questions
and
Discussion

Requested Action

- Approve the standardization of the Scottsdale Trolley exterior paint scheme for the entire fleet.
- Approve the use of the City's traditional palette, which includes blue, white, and gray, as the baseline paint scheme.
 - Select either Civic Blue or Denim Blue as the primary color.

Next Steps

- Staff to proceed with full exterior development for new vehicles.
- Present at the February Meeting