







Annual Report 2026

-  Regional Collaboration
-  Implementation and Accountability
-  Transportation and Infrastructure
-  Long-Range Planning

*Measuring Impact.
Driving Results.*

Progress, results, and accountability in regional planning



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 www.azmag.gov

 mag@azmag.gov

 [602-254-6300](tel:602-254-6300)

 [302 N. First Avenue](#)
[Phoenix, Arizona 84003](#)

Executive Summary

A Region Measuring Progress

Regional planning works best when it connects long-term vision with the needs people experience every day. The Maricopa Association of Governments (MAG) brings cities, towns, counties, Native nations, state agencies and community partners together to address challenges that extend beyond any single jurisdiction.

The title of this annual report, **Measuring Impact-Driving Results**, reflects the standard MAG applies across its work. Through data, technical expertise, fiscal stewardship, public engagement and collaboration, MAG facilitates a forum for the region to plan for growth, improve mobility, safeguard air and water quality, respond to homelessness and extreme heat and invest public resources with transparency and accountability.

During the 2025-2026 fiscal year (FY), Regional Council priorities guided action across MAG's major planning areas: transportation, environmental and human services. MAG member agencies delivered the remaining Proposition 400 commitments while preparing for the next chapter of regional transportation investment. Proposition 400 collections ended on December 31, 2025, and Proposition 479 collections began on January 1, 2026, launching a new 20-year framework for transportation improvements across freeways, arterial streets, transit, safety, technology and nonmotorized transportation.

This annual report highlights the people, partnerships, priorities and programs that shaped the year from July 1, 2025, through June 30, 2026. It celebrates meaningful progress while recognizing the work ahead. As the region continues to grow and change, MAG remains focused on measuring impact, driving results, and helping build a region that is more connected, resilient, sustainable and prepared for the future.

2026 Results Snapshot

\$62.8M

FY 2026 budget

\$2.4B

annual net economic activity projected from the RSTIIP

\$750K

MAG investment in Ground Level Ozone Research

9,726

people counted in the 2026 PIT Count



Continuing investment:

Proposition 400 collections ended and Proposition 479 collections began, requiring MAG to close out one regional investment era while launching the next.



First Prop 479 project:

The full system interchange at I-17 and Loop 303 broke ground in March 2026, connecting regional transportation investment to growth and economic opportunity.



Air quality science:

EPA validated MAG's modeling demonstration and found the Maricopa nonattainment area would have met the 2015 ozone standard but for international emissions.



Homelessness progress:

The 2026 Point-in-Time Homelessness Count held nearly steady from the prior year, while the unsheltered count fell and the sheltered count rose.



Fiscal stewardship and transparency:

MAG programmed regional funds through adopted planning processes in partnership with our implementing partners.

About MAG

Regional Planning with Public Purpose

MAG's planning area includes more than 5 million people across approximately 10,600 square miles, representing one of the nation's largest and most interconnected metropolitan regions. As an association of 33 member agencies, MAG brings together local governments and Native nations with other regional partners to address shared challenges that cross jurisdictional boundaries. Through data, technical expertise, policy support, and a trusted forum for collaboration, MAG provides policymakers with a forum to make informed decisions in three core planning areas: transportation, environmental, and human services.

MAG's governance and policy-making structure is rooted in shared decision making. The MAG Regional Council, Transportation Policy Committee, MAG Management Committee, and technical and other advisory committees help frame public policy, guide planning and support applied research in pursuit of a shared mission: strengthening the Maricopa region.



Incoming MAG Regional Council Chair
Mayor Eric Orsborn (City of Buckeye)

Outgoing MAG Regional Council Chair
Mayor Alexis Hermosillo (City of El Mirage)

Why MAG's role matters

MAG convenes local jurisdictions, Native nations, public agencies, nonprofit partners, business stakeholders, and community voices around shared evidence and shared action.



A Year of Historic Change

MAG membership grew when the Town of San Tan Valley joined as a new member.

The first project of Proposition 479 began as work started on the new system interchange at I-17 and Loop 303.

The Environmental Protection Agency agreed with modeling performed by MAG that the region would have attained the 2015 ozone standard but for emissions emanating from outside the United States.

For the second year in a row, the Maricopa region has seen a decrease in heat-related deaths with a 34 percent reduction since 2023.

Audra Koester Thomas became the first woman to lead MAG when she was selected as executive director.



Regional Council Priorities in Action



This annual report is organized around four Regional Council priorities: regional collaboration, implementation and accountability, transportation and infrastructure, and long-range planning. These priorities are not separate workstreams. They reinforce one another, and together they provide a framework for measuring the collective impact of MAG member agencies.



Regional Collaboration

Accountability question

Are partners aligned around common goals, clear roles, and coordinated action?

How it shows up in 2026

Regional Council, Transportation Policy Committee, Management Committee, advisory committees, air quality regulators, Continuum of Care partners, Heat Relief Network members, and Rio Reimagined stakeholders worked through shared forums and plans.



Implementation and Accountability

Accountability question

Can the public see what was promised, what was funded, and what was delivered?

How it shows up in 2026

MAG advanced Proposition 479 implementation, transportation conformity, Point-in-Time Count reporting, programming of funding, and public-facing accountability measures during public meetings available in person, online and archived at azmag.gov.



Transportation and Infrastructure

Accountability question

Will investments improve mobility, safety, access, and long-term system performance?

How it shows up in 2026

The Regional Strategic Transportation Infrastructure Investment Plan, Proposition 479, ongoing Proposition 400 delivery, and regional studies set the path for multimodal mobility, safety, and economic competitiveness.



Long-Range Planning

Accountability question

Do plans anticipate growth, risk, technology and community needs before they become crises?

How it shows up in 2026

MOMENTUM 2050, the Regional Transportation Plan/Regional Strategic Transportation Infrastructure Investment Plan, corridor studies, environmental research, as well as air quality, water quality, and solid waste planning addressed future regional needs.

Each section of the report uses this priority framework to highlight progress, identify measurable results, and describe how MAG will continue to drive implementation with transparency.

Regional Council Members

FY 2026
Regional Council
Executive Committee



Alexis Hermosillo
Mayor, El Mirage
Chair



Eric Orsborn
Mayor, Buckeye
Vice Chair



Julia Wheatley
Mayor, Queen Creek
Treasurer



Jerry Weiers
Mayor, Glendale
At-large Member



Mark Freeman
Mayor, Mesa
At-large Member



Kate Gallego
Mayor, Phoenix
At-large Member



Kevin Hartke
Mayor, Chandler
Past Chair



Chip Wilson
Mayor, Apache Junction



Mike Pineda
Mayor, Avondale



John Crane
Mayor, Carefree



Robert Morris
Mayor, Cave Creek



Keith Eaton
Mayor, Florence



Sandra Pattea
President, Fort McDowell
Yavapai Nation



Gerry Friedel
Mayor, Fountain Hills



Tommy Sikes
Mayor, Gila Bend



Stephen Roe Lewis
Governor, Gila River
Indian Community



Scott Anderson
Mayor, Gilbert



Joe Pizzillo
Mayor, Goodyear



Valerie Molina
Mayor, Guadalupe



Thomas Schoaf
Mayor, Litchfield Park



Nancy Smith
Mayor, Maricopa



Debbie Lesko
Supervisor, Maricopa
County



Mark Stanton
Mayor, Paradise Valley



Michael Finn
Vice Mayor, Peoria



Mike Goodman
Supervisor, Pinal
County



Martin Harvier
President, Salt River Pima-
Maricopa Indian Community



Daren Schnepf
Mayor, San Tan Valley



Lisa Borowsky
Mayor, Scottsdale



John Giles
State Transportation
Board



Kevin Sartor
Mayor, Surprise



Corey Woods
Mayor, Tempe



Juan Rodriguez
Mayor, Tolleson



BG Bratcher
Mayor, Wickenburg



Michael LeVault
Mayor, Youngtown



Transportation and Infrastructure

From a successful investment legacy to the next 20 years of regional mobility.

FY 2026 marked the end of Proposition 400 and launched the start of Proposition 479. This transition marked a defining point in the region's transportation history. Prop 400 collections ended on December 31, 2025, while Prop 479 collections began the following day. For MAG and its member agencies, the transition was not simply about moving from one funding framework to another. It was about keeping commitments already underway while launching a new 20-year investment program grounded in transparency, technical analysis and public trust.

In June 2021, the MAG Regional Council approved the Regional Transportation Plan and the companion Regional Strategic Transportation Infrastructure Investment Plan, or RSTIIP. The RSTIIP serves as the financial plan that defines regionally funded projects and programs over the plan's 20-year life. Developed through the Transportation Policy Committee and supported by technical expertise and extensive public and stakeholder engagement, the plan reflects a collaborative, data-driven approach to regional transportation investment.

The plan is in part funded by the 20-year extension of the dedicated half-cent countywide sales tax for transportation approved by voters in 2024. Prop 479 revenues will help fund freeway and highway improvements, arterial roads, regional transportation infrastructure, transit, nonmotorized investments, technology, safety and planning work that supports a fast-growing region.

Expected impact of the Proposition 479 20-year investment

331

New freeway/highway lane miles

1,000+

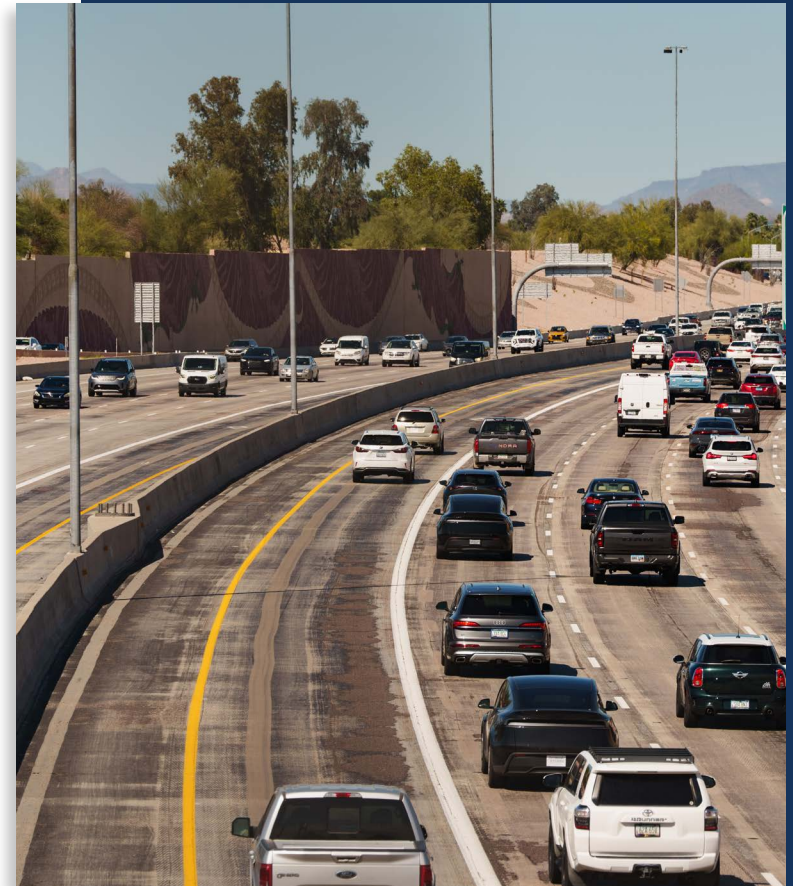
New or improved arterial lane miles

\$600M

Technology investments in the plan

\$800M

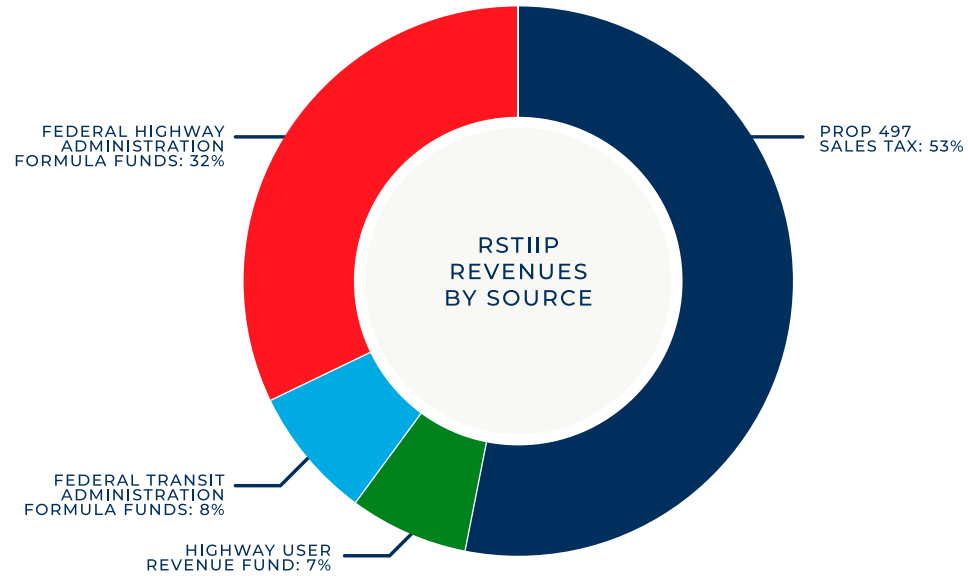
Nonmotorized infrastructure



-  Transportation and Infrastructure
-  Implementation and Accountability
-  Regional Collaboration
-  Long-Range Planning



Proposition 479 Groundbreaking, March 6, 2026



RSTIIP revenues by source. Proposition 479 sales tax revenues represent the largest share shown in the source graphic

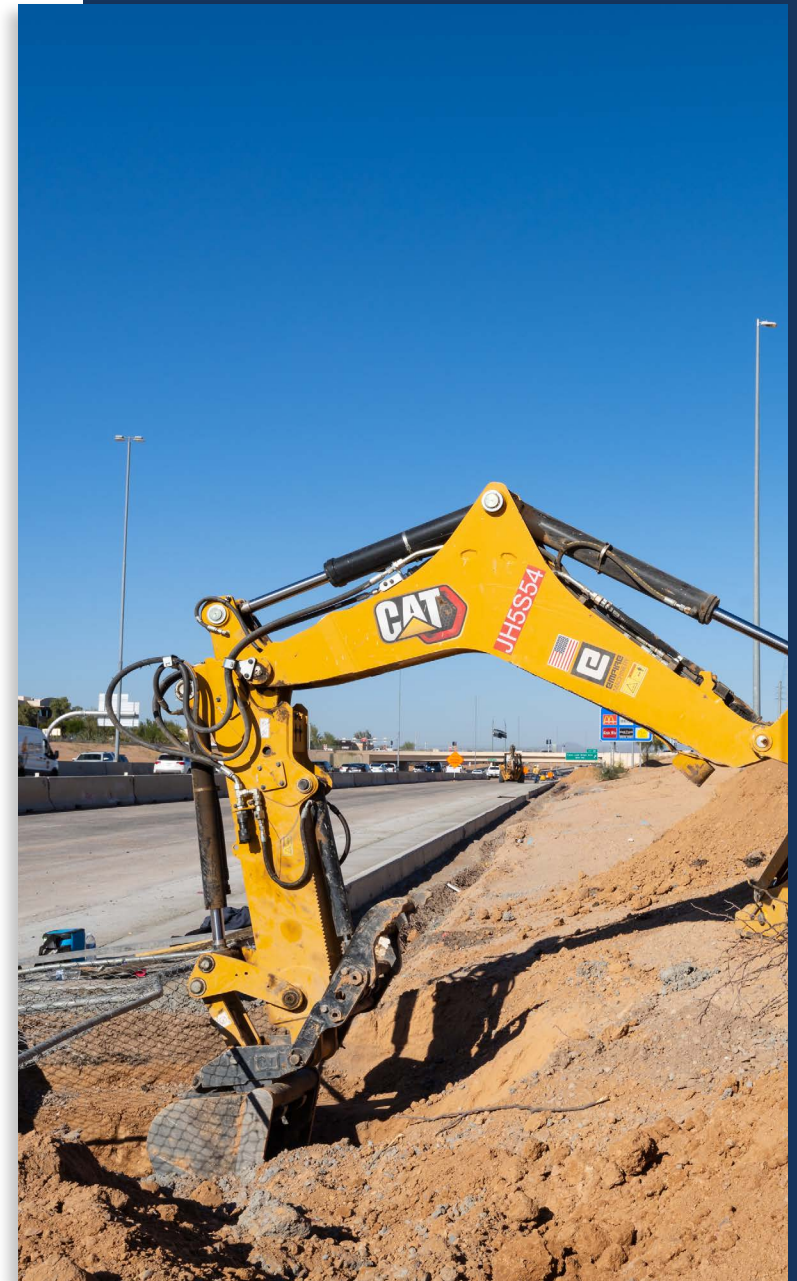


Funding Future Growth

RSTIIP translates regional priorities into a fiscally constrained implementation program. The plan is projected to deliver \$2.4 billion annually in net economic activity, save local businesses \$1.6 billion per year in travel time and shipping costs and create 31,600 jobs in the region, more than 70 percent of which are expected to be medium or high-wage.

These figures illustrate the importance of measuring transportation investments not only by lane miles or project lists, but also by their economic and quality-of-life outcomes. The plan is designed to help the region preserve an average commute length of about 30 minutes into 2050, even as population and job growth continue.

Progress and result	Accountability focus
Regional plan adoption	MAG completed the 20-year Regional Transportation Plan and companion RSTIIP to guide regionally funded transportation investments.
Prop 479 launch	Collections began January 1, 2026, creating a stable local funding source that can leverage federal and state resources.
Multimodal program	The plan includes funding for freeways, arterials, transit, ADA paratransit, and bicycle and pedestrian infrastructure, as well as investments in safety, technology, and planning.
Economic return	The plan is projected to support annual net economic activity, business cost savings, and job creation as a result of improved mobility.



From Proposition 400 to Proposition 479

Even as Proposition 479 began, MAG continued to advance remaining Proposition 400 projects. This is an important accountability point: the close of collections did not mean the close of delivery.

Over the past year, work continued on important freeway projects around the region, including:

Loop 101 (Pima Freeway): Princess Drive to Shea Boulevard

Loop 101 (Pima Freeway): SR 51 southbound ramp

Loop 101 (Agua Fria Freeway): 75th Avenue to I-17

Loop 202 (Santan Freeway): Loop 101 (Price Freeway) to Val Vista Drive

Loop 303: US 60 (Grand Avenue) traffic interchange next phase interim improvements

I-17: Sonoran Desert Drive northbound off-ramp

In addition, the Prop 400 arterial and transit programs continued to support the delivery of regional transportation investments.

Arterial Life Cycle Program (ALCP):

- Planned Proposition 400 ALCP project reimbursements in FY 2026 totaled **\$414.27 million**.
- Federal funds comprised \$144.38 million, while **\$269.89 million** was programmed with funding from the half-cent sales tax allocated to arterial roads.

Transit Life Cycle Program (TLCP):

- Light rail South Central Extension/Downtown Hub opened.

First Major Prop 479 Project: I-17 and Loop 303

The first major Proposition 479 project broke ground in March 2026: a new full system interchange at I-17 and Loop 303. When complete, the project will provide critical connections between two corridors that serve one of the region's fastest-growing areas and support access to the new Taiwan Semiconductor Manufacturing Company (TSMC) foundry.

The project represents the theme of this report in practice. The region assessed the need, secured a funding source, identified a regional priority, and moved into implementation. It also illustrates how transportation investments connect to jobs, freight movement, housing growth, and long-term economic competitiveness.

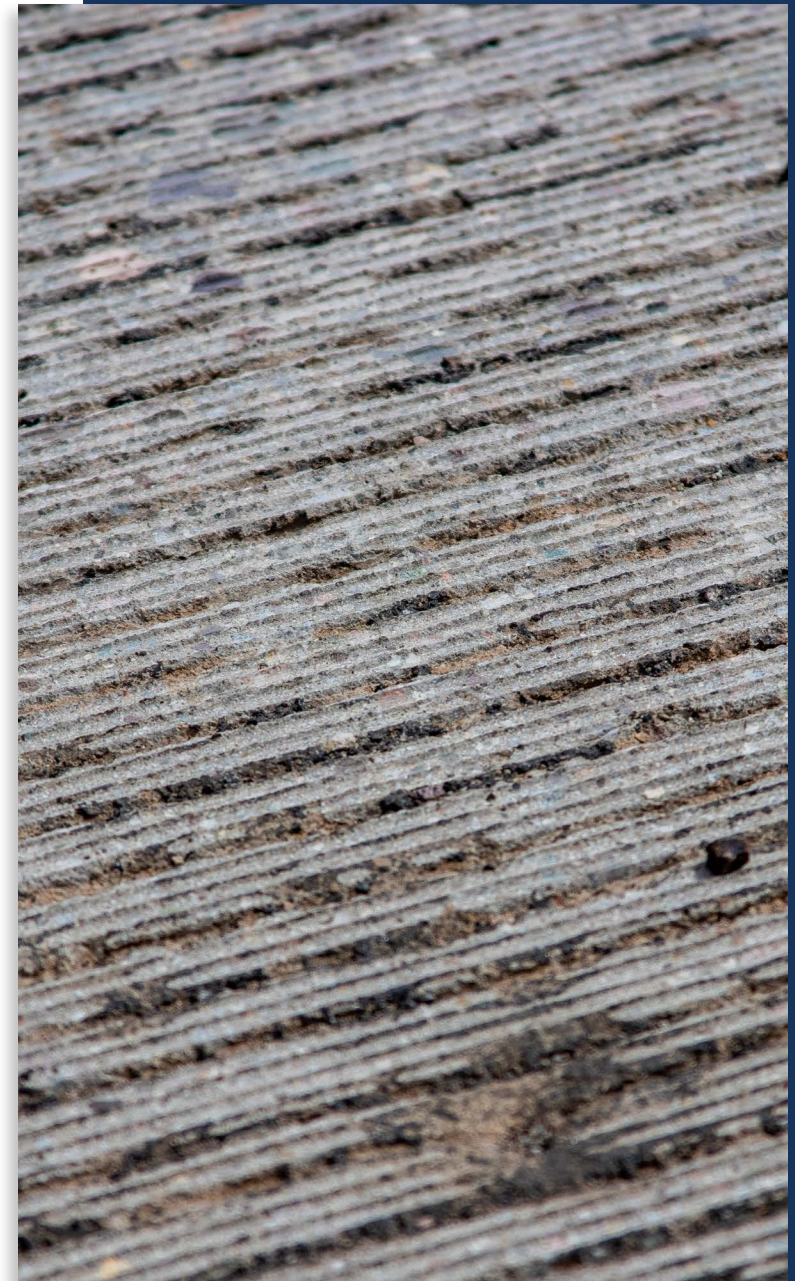
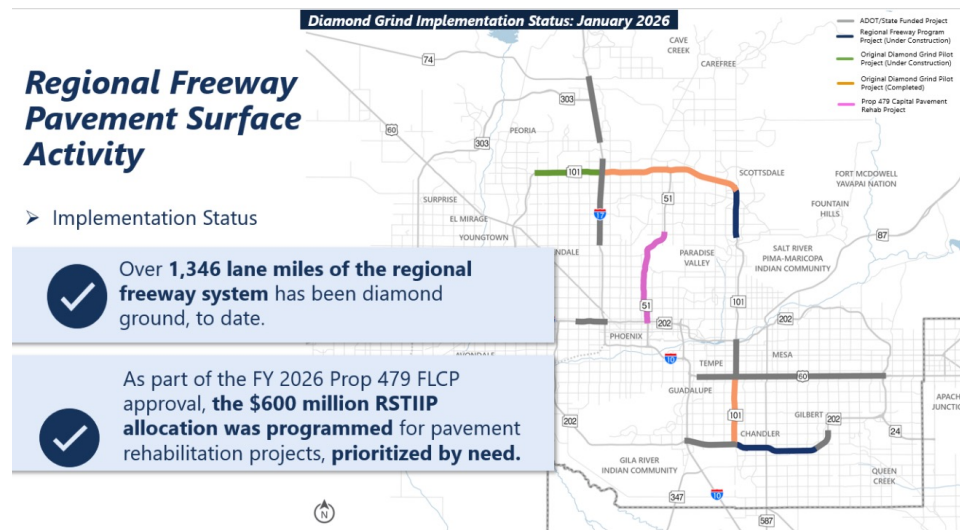


Diamond Grind: A New Standard

A new standard for freeway pavement in the region was set in 2026, when Regional Council approved a recommendation that ADOT adopt diamond grinding as the standard regional freeway pavement surface treatment.

Data collected indicate diamond grinding segments remain in good to fair condition for approximately 20 to 25 years.

Diamond grind outperforms rubberized asphalt overlay in nearly all categories, including a lifecycle savings of \$1 billion over the next 25 years.



Long-Range Planning and Implementation Studies

As the designated metropolitan planning organization for the region, MAG coordinates comprehensive regional transportation planning efforts and supports member agencies through multijurisdictional studies. These studies help identify emerging needs, test alternatives, and prepare projects for future implementation.

In 2026, MAG continued implementation efforts through policy development, updated revenue and cost work, and regional planning studies. *The US 60 (Grand Avenue) - Loop 303 to SR 74 Corridor Study* addressed a critical need for residents in the northwest area by addressing the rapid growth along the US 60 (Grand Avenue) corridor, with a specific focus on the Loop 303/US 60 (Grand Avenue) interchange.



Additional studies advanced mobility analysis in the North Valley, Northeast Valley, Southeast Valley, Southwest Valley, the greater Sun Cities area in the Northwest Valley, and multiple highway and freeway corridors.



Environmental Planning

Using science, collaboration, and regional decision-making to plan for improved air quality, solid waste solutions, and wastewater management.

A vibrant region depends on improving the quality of the air we breathe, safeguarding water resources, and planning for environmental challenges that cross jurisdictional boundaries. MAG's environmental work reflects the power of regional collaboration: local partners, state agencies, federal agencies, and technical experts working together to ensure the region can grow sustainably while maintaining a high quality of life.

In FY 2026, MAG's environmental planning work produced tangible results. The agency completed transportation conformity findings, allowing transportation projects to proceed on schedule while meeting federal air quality requirements. MAG also provided the technical foundation for a key EPA final rule related to ozone, supporting a science-based approach to regional air quality accountability.

Measured impact

FY 2026-2030

Transportation conformity findings completed




\$750K

MAG investment in Ground Level Ozone Research

2015

Ozone standard attained but for the impact of international emissions



-  Regional Collaboration
-  Implementation and Accountability
-  Long-Range Planning

Transportation Conformity

Transportation conformity is one of MAG's critical environmental responsibilities. In FY 2026, MAG completed conformity findings for the FY 2026-2030 MAG Transportation Improvement Program and MOMENTUM 2050 Regional Transportation Plan. Successful conformity findings ensure that regional transportation projects can proceed on schedule without negatively impacting air quality.



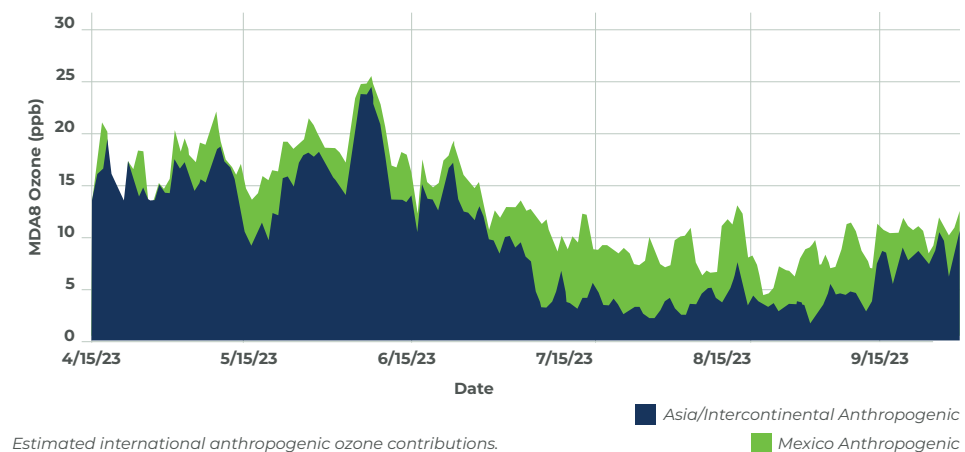
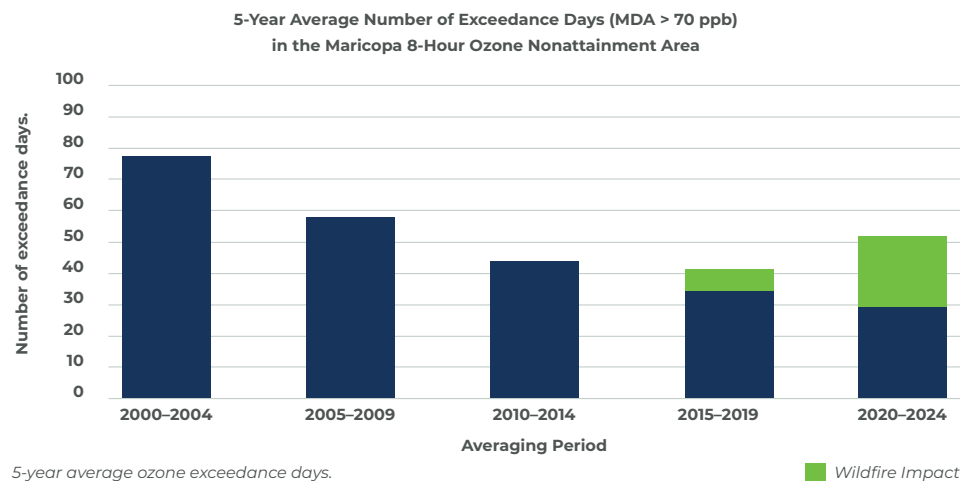
Planning result	Accountability focus
Conformity completed	Regional transportation projects can continue through the required federal air quality process.
MOMENTUM 2050 alignment	Transportation planning remains connected to long-range regional growth, mobility, and air quality requirements.
Project accountability	Conformity provides a formal test that investments are consistent with applicable air quality plans and standards.

Ozone: Focusing on Data-Driven Solutions

For more than two decades, MAG has worked to identify data-driven solutions to reduce local emissions and improve regional air quality. The region has achieved significant historical reductions in local emissions, but sources beyond local control complicate continued progress. Modeling performed by MAG and the Environmental Protection Agency indicates that approximately 80 percent of regional ozone is outside our local control, coming from natural sources or from sources outside Arizona, including international emissions from Asia and Mexico.

In March 2026, EPA finalized a rule validating MAG’s modeling demonstration and finding that the Maricopa nonattainment area would have met the 2015 National Ambient Air Quality Standard for ozone but for emissions coming from outside the United States. The decision means the region will not experience increased nonattainment severity, will retain current air quality control measures, and will avoid the imposition of costly mandated control measures that do not provide a demonstrable benefit to regional air quality.

That outcome is a clear example of measurement driving results. With that science in place, the region can now more acutely focus policy attention on the approximately 20 percent of ozone that is within local control.



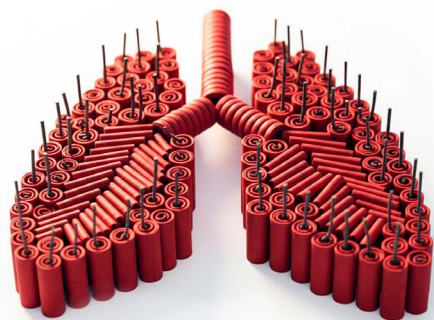
Arizona Ground Level Ozone Research Project

MAG and partner agencies continue to work toward scientific and policy-relevant actions to reduce locally produced ozone. Last year, MAG invested \$750,000 in the Arizona Ground Level Ozone Research (GLOR) Project. In partnership with Arizona Department of Environmental Quality, Maricopa County, University of Arizona and Arizona State University, the project is designed to provide insights into why, and possible solutions to, increasing ozone levels in the MAC region even while locally produced emissions continue to decline.



Particulate Matter

MAG also launched a fireworks awareness campaign in late 2025 to highlight the serious PM-2.5 health impacts associated with consumer fireworks during the winter holidays. On January 1, 2025, the region had the worst air quality in the nation due to consumer fireworks. Reducing consumer fireworks use can produce immediate health benefits and help the region meet EPA PM-2.5 standards.



FIREWORKS ARE BREATHKING.

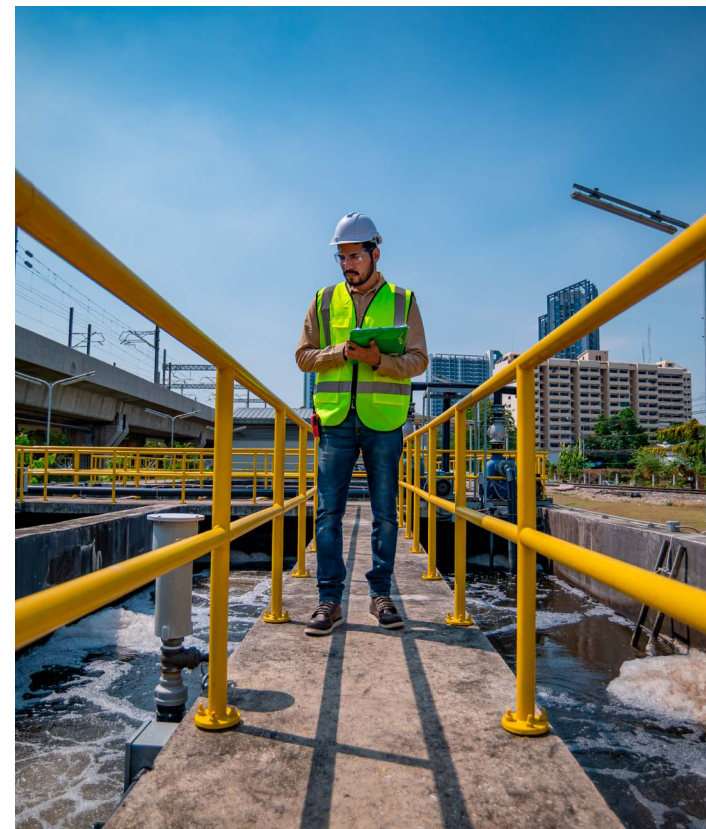
Personal fireworks explode with pollutants that can damage the lungs. Please stop or reduce use.

[LEARN MORE AT AZMAG.GOV/FIREWORKS.](https://azmag.gov/fireworks)



Water Quality and Solid Waste

Environmental accountability also extends beyond air quality. MAG continued to manage the region's wastewater needs by informing members of major changes at wastewater facilities and ensuring those changes comply with Clean Water Act requirements. The Solid Waste Advisory Committee continued its quarterly meetings, which provide a forum for local agencies to share information, discuss challenges, and promote best practices in solid waste management.



Community Initiatives

Coordinating regional action to address homelessness, heat risk, and community resilience.

MAG's Community Initiatives team works with local agencies, Native nations, service providers, nonprofit organizations, community leaders, and people with lived experience to support policies, projects, and planning efforts that improve people's lives and strengthen communities throughout the region. In 2026, this work focused on homelessness and housing, extreme-heat response, and regional coordination along the Rio Reimagined corridor.

The common thread is collaboration with measurable purpose. MAG convenes partners, supports the sharing of data, coordinates regional planning, and helps turn regional priorities into action.



Measured impact

9,726

People experiencing homelessness in the 2026 PIT Count

-12%

Change in unsheltered PIT Count

+14%

Change in sheltered PIT Count

32

Homeless assistance programs supported by HUD funding



Regional Collaboration



Implementation and Accountability



Long-Range Planning

Over the past year, MAG secured \$52 million in HUD Continuum of Care funding for the Maricopa region – matching last year’s historic award and sustaining housing services for more than 3,000 people experiencing homelessness, including veterans, youth, and families.

MAG and the CoC maintained a portfolio of more than 25 projects across local providers, delivering permanent housing, rapid re-housing, and supportive services countywide.

Addressing Homelessness and Housing Challenges

MAG continues to support regional homelessness and housing work through two central efforts: staffing the Maricopa Regional Continuum of Care (CoC) and implementing *Pathways Home, the Regional Homelessness Action Plan for Local and Tribal Governments*. The Continuum of Care brings millions of federal dollars to the region to support local homeless assistance programs. The work is informed by people with lived experience and homeless service providers, reflecting an important accountability principle: programs and policies should be shaped by people closest to the issue and measured by outcomes that matter.



Point-in-Time Homelessness Count

MAG coordinates the annual Point-in-Time Count on behalf of the Maricopa Regional Continuum of Care. The count is a HUD-required street and shelter count that estimates the number of people experiencing homelessness in Maricopa County on a single night. It is conducted with volunteer teams from cities, counties, the state, community and faith-based organizations, businesses, and the public.

2026 PIT Count Total

9,726
people experiencing homelessness
 in Maricopa County on the night of
 January 26, 2026



53%
Sheltered

in Emergency Shelter,
 Transitional Housing,
 or Safe Haven Programs



47%
Unsheltered

on the streets or other
 place not meant for
 human habitation

2026 PIT Count total and sheltered/unsheltered split.

Change from 2025 to 2026

Total PIT Count

<1%

Unsheltered Count

-12%

Sheltered Count

+14%

The overall PIT count stayed nearly the same, with fewer people unsheltered and more people connected to shelter.

Year-over-year change in PIT Count results.

The 2026 PIT Count identified 9,726 people experiencing homelessness in Maricopa County on the night of January 26, 2026. The overall count held nearly steady year over year. In a growing region, a flat overall count, paired with fewer people unsheltered and more people connected to shelter, represents meaningful progress.

The results also reinforce what regional system performance measures are showing: fewer people are becoming homeless for the first time. Work remains to shorten the length of time people spend homeless and reduce how often people return to homelessness, but the 2026 results point toward the trend the region is working to build on.

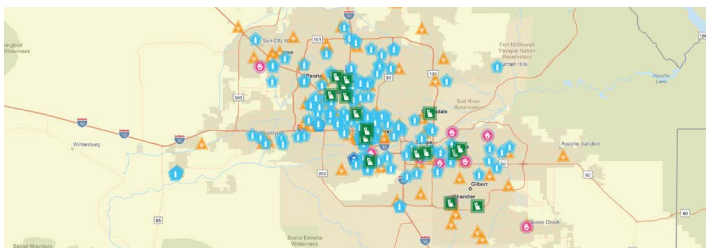




Heat Relief Network

Extreme summer heat affects everyone in the region, but it poses the highest risk to vulnerable residents, including people experiencing homelessness and older adults. The Heat Relief Network is a regional partnership among MAG, municipalities, nonprofit organizations, the faith-based community, and businesses. Each year, MAG develops and coordinates the mapping of water, cooling, respite, and donation sites across the Valley.

For the second consecutive year, heat-related deaths fell in the region, underscoring the value of coordinated prevention and public information.



Rio Reimagined

MAG's support for Rio Reimagined continued to empower communities and partners to revitalize the 55-mile Salt and Gila rivers corridor. MAG assists with coordination among local governments and Native nations and is leading development of an Active Transportation Planning Study that will serve as the first corridor-wide plan for Rio Reimagined.

Having now reached a milestone in deliberate scoping and initial coordination activities, the Rio Reimagined communities decided this year to take the next step of this project in partnership with Greater Phoenix Leadership, which will lead efforts to develop a corridor vision plan alongside Rio member agencies and stakeholders. This is an exciting next step in activating opportunity for this corridor, which was championed by the late Senator John McCain.



Community initiatives accountability commitment

Continue using shared data, system performance measures, partner coordination, and lived-experience guidance to focus resources where they reduce homelessness, prevent heat-related illness and death, and strengthen regional community assets.

Fiscal Accountability and Stewardship

Transparent budgeting for regional funds, federal resources, and voter-approved investments.

Fiscal accountability is central to public trust. MAG's programs and activities are funded through a variety of sources, including federal and state funding, membership dues, special assessments, and regional revenues. In FY 2026, MAG planned for a total of \$1.76 billion in regional funding to carry out the planning work of MAG and delivery of transportation projects throughout the region.

The largest portion of regional funding came from Maricopa County's dedicated half-cent sales tax authorized by voters through Propositions 400 and 479. The sales tax is divided into the Regional Area Road Fund and Public Transportation Fund. RARF supports freeways, highways, arterials, and planning activities, while PTF supports transit projects.

Regional funding also includes federal aid from the Federal Highway Administration and Federal Transit Administration. Formula funding flows directly to the region, and discretionary national programs may provide additional resources.

Measured impact

\$1.76B

FY 2026 planned regional funds


\$1.54B

FY 2026 overall MAG TIP projects and work phases

Propositions 400 & 479

Accounted for largest portion of funding for the region



-  Implementation and Accountability
-  Regional Collaboration
-  Transportation and Infrastructure
-  Long-Range Planning

Programming Funds with Transparency

Federal aid and regional revenues are programmed through either the MAG Biennial Unified Planning Work Program and Budget or the MAG Transportation Improvement Program. Most regional funds are not directly spent by MAG, but instead, programmed to projects delivered by our implementing partners, like ADOT, Valley Metro or our member agencies.

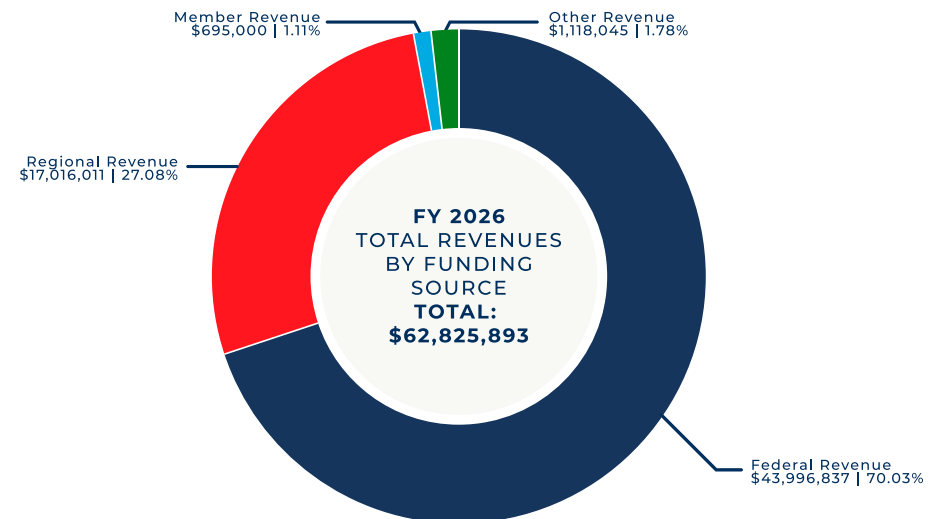
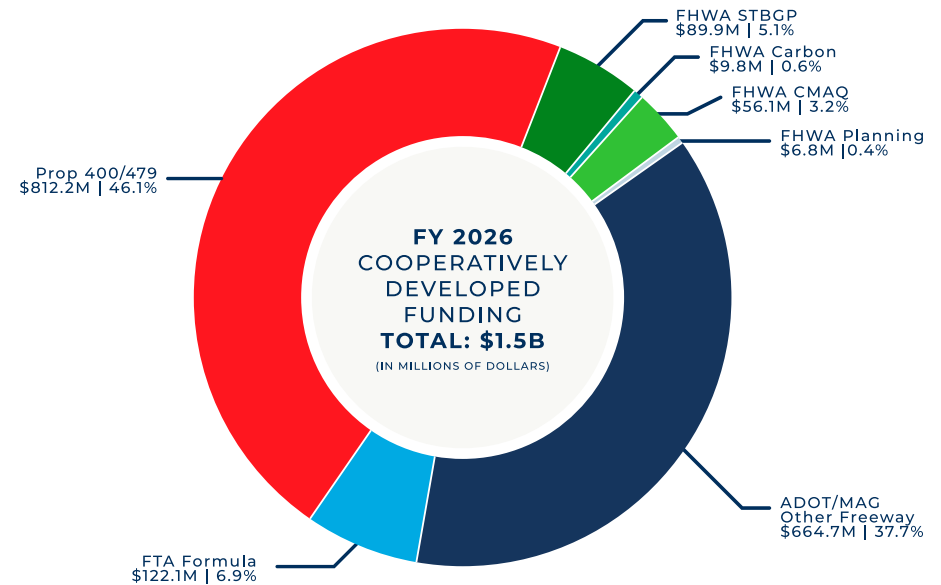
In FY 2026, the overall MAG TIP carried \$1.54 billion in projects and work phases from all sources of funding, including regionally significant local and privately planned and developed projects.

Approximately \$43.9 million in federal funds were programmed into the FY 2026 MAG annual budget of approximately \$62.8 million. This accounted for 70 percent of the total funding under the planning direction of MAG.

Fiscal result	Accountability focus
Voter-approved funding	Voter-approved Proposition 479 sales tax revenues provide the largest share of regional funding which is directed through life cycle programs managed by MAG.
Federal leverage	FHWA and FTA funds support regional projects and planning, helping leverage local dollars to deliver bigger, broader impact.
TIP transparency	The Transportation Improvement Program documents projects and work phases of all regionally significant transportation projects, including local and privately developed projects.
Balanced budget	MAG Regional Council adopts a balanced budget biennially, meaning expenditures match available revenue.

Fiscal accountability commitment

Continue showing how dollars flow from voter-approved, federal, state, local, and member sources into adopted programs, projects, and outcomes. Clear fiscal reporting strengthens public trust and supports Regional Council decision making.

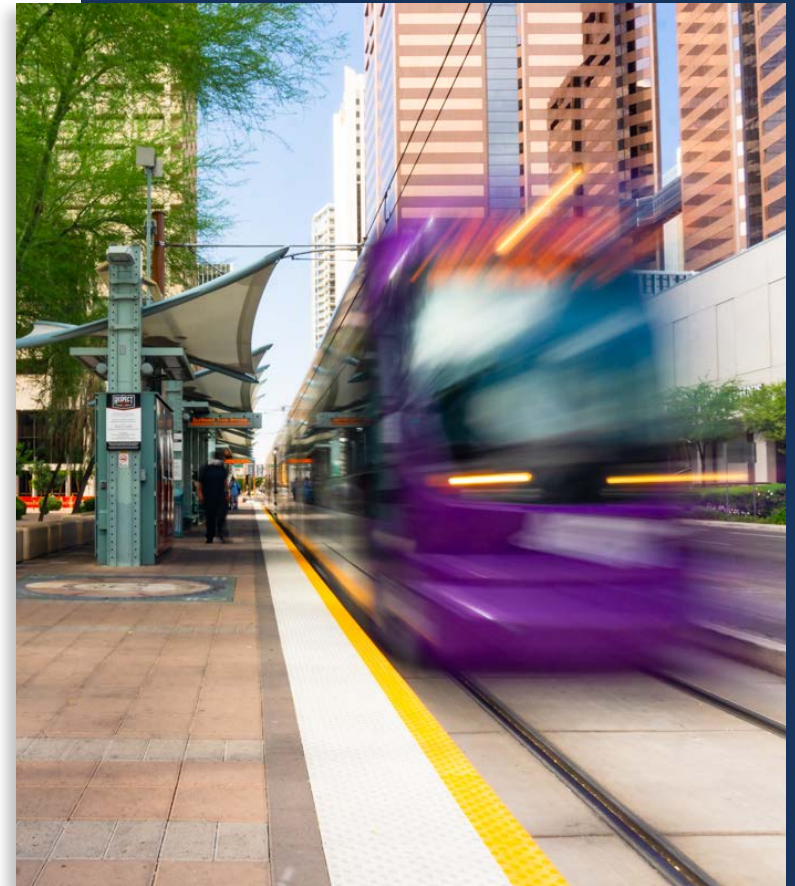


Looking Ahead

Maintaining trust through implementation, measurement, and regional partnership.

The past year was defined by change and historic events for MAG. A new executive director took the helm, membership grew, Proposition 400 wrapped up and Proposition 479 began. These milestones point toward a larger responsibility: maintaining the trust the region has placed in MAG.

As MAG approaches its 60th anniversary in April 2027, the agency's work will continue to be judged by its ability to measure impact and drive results. That means being responsive to member agency needs, remaining flexible in planning, responding to changing growth and needs, advancing implementation, and reporting progress clearly.



-  Regional Collaboration
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Commitments for Continued Accountability

Focus resources where they matter.

Use data and technical analysis to address and target regional issues including an emphasis on transportation safety, Regional Community Network strategic planning, advancing solutions from GLOR and continued commitment to air quality, and supporting the Regional Continuum of Care.

Track implementation.

Continue monitoring project delivery, study milestones, funding assumptions, and program outcomes tied to adopted regional plans.

Report measurable results.

Use metrics that connect public investments to mobility, air quality, and quality of life.

Strengthen regional collaboration.

Keep member agencies, Native nations, state and federal partners, service providers, and community stakeholders aligned around shared priorities.

Plan for the future while delivering today.

Balance long-range planning with near-term implementation so the region can adapt to growth, emerging technologies, environmental risk, and changing community needs.

MAG's 2026 annual report tells a story of progress with purpose. The region is moving from one successful transportation investment era into another, applying science to environmental challenges, coordinating lifesaving community initiatives, and maintaining fiscal transparency for billions of dollars in regional investments.

The theme, **Measuring Impact. Driving Results.**, is more than a title. It is a commitment to the residents, businesses, communities, and member agencies of the Maricopa region. MAG will continue measuring what matters, implementing what has been promised, and working with partners to drive results that strengthen the region for decades to come.

