

SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING

July 2, 2026 - 1:30 p.m.

[Microsoft Teams](#)

Call In: 1 (323) 553-1010

Phone Conference ID: 518 996 563#

AGENDA

1. Call to Order and Roll Call
2. [June 4, 2026 Technical Advisory Committee Meeting Minutes](#)
3. [Model Inventory of Roadway Elements 2.1 Outreach](#) – Rob Smith, WSDOT
4. [July Regional Transportation Improvement Program Amendments](#) – Jill Boudreau
5. [Skagit County Walking Trail Guide Proof](#) – Jill Boudreau
6. [Critical Urban and Rural Freight Corridors](#) – Jill Boudreau
7. [2026 Obligation Authority Plan](#) – Jill Boudreau
8. Roundtable and Open Topic Discussion
9. Next Meeting: August 6, 2026, 1:30 p.m.
10. Adjourned

Please contact [Jill Boudreau](#) at (360) 416-7871 if there are any other items that need to be brought up for discussion.

[Meeting Packet](#)

TECHNICAL ADVISORY COMMITTEE MEMBERSHIP AND VOTES

VOTING MEMBERS

Anacortes.....	1
Burlington	1
Mount Vernon	1
Sedro-Woolley	1
Skagit County	3
Skagit Transit.....	1
WSDOT.....	1
Ports	1
• Port of Anacortes	
• Port of Skagit	
Towns.....	1
• Concrete	
• Hamilton	
• La Conner	
• Lyman	
Tribes	1
• Samish Indian Nation	
• Swinomish Indian Tribal Community	

NON-VOTING MEMBERS

Skagit PUD

QUORUM REQUIREMENT

A quorum consists of half the total votes (5), with Skagit County consisting of one seat toward the quorum calculation. Formal recommendations to the Transportation Policy Board can only be made when a quorum is present.

Title VI Notice to the Public: The Skagit Council of Governments fully complies with Title VI of the federal Civil Rights Act of 1964 and related statutes, and does not discriminate on the basis of race, color or national origin. For more information, or to obtain a Title VI Complaint Form, visit SCOG’s website at <http://scog.net/about/nondiscrimination/>.

Aviso resumido del Título VI al público: El Consejo de gobiernos de Skagit cumple plenamente con el Título VI de la Ley federal de derechos civiles de 1964 y los estatutos relacionados, y no discrimina por motivos de raza, color u origen nacional. Para mayor información, o para obtener un Formulario de queja del Título VI, visite el sitio web del SCOG en <http://scog.net/about/nondiscrimination/>.

ADA Notice to the Public: The Skagit Council of Governments fully complies with Section 504 of the Rehabilitation act of 1973 and the Americans with Disabilities Act of 1990 (ADA) and does not discriminate on the basis of disability. For more information, or to file a grievance contact the ADA Coordinator, Jill Boudreau at 360-416-7871 or jillb@scog.net

Aviso de la ADA para el público: El Consejo de Gobiernos de Skagit cumple plenamente con la Sección 504 de la Ley de Rehabilitación de 1973 y la Ley de Americanos con Discapacidades de 1990 (ADA) y no discrimina por motivos de discapacidad. Para obtener más información, o para presentar una queja, póngase en contacto con el Coordinador de la ADA, Jill Boudreau en 360-416-7871 or jillb@scog.net.

SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

June 4, 2026

Microsoft Teams Remote Meeting

AGENCIES REPRESENTED

- City of Anacortes..... Sidney Neel
- City of Burlington Brian Dempsey
- City of Mount Vernon Frank Reinhart
- City of Sedro-Woolley Kyle Anderson, Peter Lane
- Skagit County Gael Fisk, Tom Weller, Devin Willard
- Skagit Transit..... Maleah Kuzminsky, Crystle Stidham, Rebekah Tuno
- Washington State Department of Transportation Grant Johnson, Mehrdad Moini,
Erika Nolan
- Samish Indian Nation..... Nick Dorr
- Skagit PUD.....Mark Semrau

STAFF PRESENT

- Skagit Council of Governments Mark Hamilton, Sarah Ruether

AGENDA

1. Call to Order: 1:32 p.m.

Roll Call: Roll was taken with a quorum present.

2. May 7, 2026 Technical Advisory Committee Meeting Minutes: Mr. Weller moved to approve the May 7, 2026 Technical Advisory Committee meeting minutes and Mr. Dempsey seconded the motion. The motion carried unanimously.
3. June Regional Transportation Improvement Program Amendments: Mr. Hamilton presented this agenda item. He explained that there is one proposed Regional Transportation Improvement Program (RTIP) amendment this month and one administrative modification. The amendment is for WSDOT’s SR 20 EB Swinomish Channel to SR 536 – Paving & ADA project and the administrative modification is for Skagit Transit’s Maintenance Operations and Administration Facility Project Phases 2 & 3. Information about the projects is included in the meeting packet.

Mr. Weller moved to recommend approval of the June Regional Transportation Improvement Program Amendments to the Transportation Policy Board as presented. Mr. Reinhart seconded the motion and it carried unanimously.

4. Transportation Resilience Improvement Plan: Ms. Ruether presented the proposed redlines to address comments made on the Transportation Resilience Improvement Plan following the public comment. She went through the list of comments and gave a summary of how each was addressed in the revised document.

Mr. Reinhart moved to recommend approval of the Transportation Resilience Improvement Plan to the Transportation Policy Board as presented. Ms. Kuzminsky seconded the motion and it carried unanimously.

5. Redistributed Obligation Authority List of Projects: Mr. Hamilton presented this agenda item. He explained that the Skagit region has already met its regional obligation authority target this federal fiscal year, positioning the region to receive redistributed obligation authority for federalized transportation projects later this federal fiscal year, if it becomes available. Mr. Hamilton then went over a list of projects in Skagit County that are eligible for redistributed obligation authority and were submitted for consideration by local and tribal governments. He stated that he is not sure if the statewide target will be met, as it relies on many other parties to deliver, and added that if funds become available, they will need to obligate in early September.

Mr. Dempsey offered a slight revision to one of the Burlington justifications.

Mr. Weller moved to recommend approval of the Redistributed Obligation Authority List of Projects to the Transportation Policy Board, incorporating the revision by Mr. Dempsey. Mr. Dempsey seconded the motion and it carried unanimously.

6. Non-Motorized Advisory Committee Biannual Update: Mr. Hamilton gave an update on the work of the Non-Motorized Advisory Committee so far this calendar year. SCOG has selected Thomas Printing, who will print 10,000 copies of the newly updated walking guide. The Non-Motorized Advisory Committee are adding five new trails to the map and adding QR codes to the map for more information. SCOG staff plan to have the proof of the updated map for the July meeting of the Technical Advisory Committee. If there is no Technical Advisory Committee meeting, the proof will be distributed to committee members for review.
7. 2027–2032 Regional Transportation Improvement Program: Mr. Hamilton went over the draft 2027–2032 Regional Transportation Improvement Program preparation timeline. He went over key dates with the Technical Advisory Committee, starting with submittal of projects to SCOG by August 14, 2026.
8. 2026 Obligation Authority Plan: Mr. Hamilton went over the latest version of the 2026 Obligation Authority Plan. The Skagit Council of Governments is close to getting the SCOG Administration funds obligated, and these funds should be authorized in the next few weeks.
9. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.
10. Next Meeting: Mr. Hamilton mentioned that the July meeting may be cancelled, but SCOG staff would reach out via email and give the group the opportunity to bring items to meet if needed that month. The meeting is tentatively scheduled for July 2, 2026.
11. Adjourned: 2:29 p.m.



Attest:

Mark Hamilton, Senior Transportation Planner
Skagit Council of Governments

Date: _____

DRAFT

Model Inventory of Roadway Elements (MIRE) 2.1

June 2026

Rob Smith, IT/GIS Project Manager

Background

- Federal regulation [23 USC 148: Highway safety improvement program](#) directs the US Secretary of Transportation to, among other requirements, “(A) establish a subset of the model inventory of roadway elements that are useful for the inventory of roadway safety; and (B) ensure that States adopt and use the subset to improve data collection”.
- 23 CFR 924 establishes FHWA's HSIP policy and requirements that ***apply to all public roads***, culminating in MIRE 2.1.
- Establishes a deadline of Sept 30, 2026 for state DOTs to “have access to” Fundamental Data Elements (FDEs)
- 202 elements total, 37 FDEs.
 - Road segments – 19 FDEs, 106 elements total
 - Intersections – 7 FDEs, 20 elements total
 - Intersection Legs – 1 FDE, 40 elements total
 - Interchanges – 11 FDEs, 27 elements total
 - Vertical curve – 0 FDEs, 5 elements total
 - Horizontal Curve – 0 FDEs, 8 elements total

Approach

- FHWA providing resources to obtain:
 - Intersection elements for all public roads via GIS modeling. Outstanding FDE gap is local traffic controls.
 - AADT for all public roads via GIS modeling.
 - Surface types for all public roads via image feature extraction through AI and statewide 2023 1-ft resolution imagery.
- Coordination with CRAB for county road data elements
- Coordination with municipalities
 - Initial effort to inventory existing elements, outreach to public works for most of the 281 incorporated entities
 - Identification of priority gaps
 - Procurements to fill critical gaps, priorities if feasible. Solicitation depends on feedback from municipalities – **feedback needed by July 1**. Data acquisition likely to start early fall, may extend to spring 2027.
 - Feature extraction via machine learning on video and images likely based on other states.
 - Initial data exchange TBD, ideally transition to long-term data exchange program.

MIRE Intersections Work



MIRE Inventory

MIRE ELEMENT	DESCRIPTION	AVAILABLE ?	NOTES
ROAD SEGMENTS			
1	Route Number		
2	Route/Street Name		
3	Begin Point Segment Descriptor		
4	End Point Segment Descriptor		
5	Type of Governmental Ownership		
6	Segment Identifier		
7	Segment Length		
8	Direction of Inventory		
9	Functional Class		
10	Rural/Urban Designation		
11	Federal Aid		
12	Route Type		
13	Access Control (critical)		
14	Surface Type		
15	Number of Through Lanes (critical)		
16	Median Type (critical)		
17	AADT		
18	AADT Year		
19	One/Two-Way Operations		
INTERSECTIONS			
107	Unique Junction Identifier		
108	Location Identifier for Road 1 Crossing Point		
109	Location Identifier for Road 2 Crossing Point		
110	Intersection/Junction Geometry		
111	Intersection/Junction Traffic Control (critical)		
INTERCHANGES-RAMPS			
165	Unique Interchange Identifier		
166	Interchange Type		
167	Ramp Length		
168	Ramp AADT		
169	Year of Ramp AADT		
170	Roadway Type at Beginning Ramp Terminal		
171	Location Identifier for Roadway at Beginning Ramp Terminal		
172	Roadway Type at Ending Ramp Terminal		
173	Location Identifier for Roadway at Ending Ramp Terminal		

MIRE Inventory

MIRE ELEMENT	DESCRIPTION	AVAILABLE ?	NOTES
<i>ROAD SEGMENTS</i>			
22	Highway District (REGION)		
23	Specific Governmental Ownership		
24	City/Local Jurisdiction Name		
25	City/Local Jurisdiction Urban Code		
26	Route Signing		
27	Route Signing Qualifier		
28	Coinciding Route Indicator		
29	Coinciding Route – Minor Route Information		
30	Total Paved Surface Width		
31	Surface Friction		
32	Surface Friction Date		
33	International Roughness Index (IRI)		
34	International Roughness Index (IRI) Date		
35	Pavement Condition (Present Serviceability Rating [PSR])		
36	Pavement Condition (PSR) Date		
37	Outside Through Lane Width		
38	Inside Through Lane Width		
39	Cross Slope		
40	Auxiliary Lane Presence/Type		
41	Auxiliary Lane Length		
42	Managed Lane Operations Type		
43	Managed Lanes		
44	Reversible Lanes		
45	Presence/Type of Bicycle Facility (Bicycle lane)		
46	Width of Bicycle Facility		
47	Number of Peak Period Through Lanes		
48	Right Shoulder Type		
49	Right Shoulder Total Width (do not have unpaved)		
50	Right Paved Shoulder Width		
51	Right Shoulder Rumble Strip Presence/Type		
52	Left Shoulder Type		
53	Left Shoulder Total Width		
54	Left Paved Shoulder Width		
55	Left Shoulder Rumble Strip Presence/Type		

Thank you!

- Elizabeth Lanzer: elizabeth.lanzer@wsdot.wa.gov (360) 596-8925
- Rob Smith: rob.smith@wsdot.wa.gov (253) 882-6917

ACTION ITEM 4. – JULY REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	07/02/2026	Review and Recommendation	Jill Boudreau	(360) 416-7871
Transportation Policy Board	07/15/2026	Action	Jill Boudreau	(360) 416-7871

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approval of the following Regional Transportation Improvement Program (RTIP) amendments:

- Washington State Department of Transportation
 - I-5/Unnamed Tributaries to Milltown Creek - Fish Passage: this amendment revises a project already programmed in the RTIP. Funding is being adjusted from entirely state funded for the construction phase to primarily federal funding. Adding federal funds federalizes this project, necessitating an amendment even though amount of funding programmed remains unchanged. This project utilizes toll credits. Total estimated cost of the project is unchanged at \$33,424,196.
 - SR 11 North of Oyster Creek - Unstable Slopes¹: this amendment adds a project to the RTIP. The project utilizes funding from federal and state sources. Total estimated cost of the project is \$13,730,095.

FISCAL CONSTRAINT

Regional Transportation Improvement Program is fiscally constrained in the 2026–2029 program years.

PUBLIC PARTICIPATION

A public comment period began on June 25 and ended on July 3.

ADMINISTRATIVE MODIFICATIONS

Administrative modifications to the Regional Transportation Improvement Program do not require Transportation Policy Board approval and are submitted to the Washington State Department of

¹ This project is not included in the Move Skagit Regional Transportation Plan adopted by the Transportation Policy Board on March 18, 2026, yet meets the Regionally Significant Criteria within Appendix C of the plan for transportation resilience projects. RTIP Determinations of Regional Significance, adopted by the Transportation Policy Board on October 15, 2025 as a component of the 2026–2031 RTIP, does not include a regionally significant category for transportation resilience projects. SCOG staff anticipates new criteria will be considered for the 2027–2032 RTIP that includes a new category for transportation resilience projects and provides consistency with the new Move Skagit Regional Transportation Plan.

Transportation along with any amendments for the month. Administrative modifications are provided below for informational purposes only.

- Skagit Transit
 - Skagit Transit's Maintenance Operations and Administration Facility Project Phases 2 & 3: this administrative modification revises this project already programmed in the RTIP. This project was programmed in last year's RTIP, but funding was not obligated through the Federal Transit Administration (FTA) prior to this year.
 - This administrative modification reflects a change requested from the Federal Transit Administration. Some federal funding is being removed from the project, along with associated local match, due to federal funds flexing from Federal Highway Administration (FHWA) funds to Federal Transit Administration (FTA) funds in July 2025 for this project. Those FHWA funds flexed over to FTA last year were from the Surface Transportation Block Grant Program (\$3,000,000) and Carbon Reduction Program (\$275,000). After flexing over, the funds no longer need to be programmed. This modification removes FTA section 5307 funds in the amount of \$3,000,000 and adds local funding/matching funds of \$750,000 from the Skagit County Economic for Public Facilities grant. Project utilizes funding from federal, state and local sources. Total estimated cost of the project is \$ 45,745,960.

Agency WSDOT - NW

Project Title I-5/Unnamed Tributaries to Milltown Creek - Fish Passage

Description Remove the existing fish passage barriers and replace them with fish passable structures.



Road Name I-5

Begin Termini MP 217.70

End Termini MP 218.87

Total Project Length 1.17

Improvement Type Environmental Only

Functional Class Interstate

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$33,424,196

Regionally Significant **Right-of-Way Required**

STIP ID WA-14650

WSDOT PIN 100560J

Federal Aid Number

SCOG ID

Agency ID A00560J

Hearing Date

Adoption Date

Resolution Number

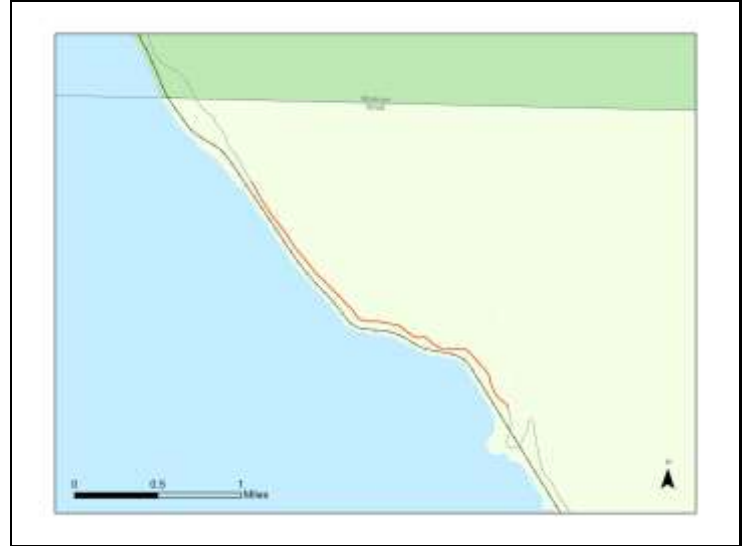
Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
CN	2026	NHPP	\$254,655	CWA	\$5,197	\$0	\$259,852	7/15/2026
CN	2027	NHPP	\$10,271,091	CWA	\$209,614	\$0	\$10,480,705	7/15/2026
CN	2028	NHPP	\$17,044,918	CWA	\$347,855	\$0	\$17,392,773	7/15/2026
CN	2029	NHPP	\$1,290,253	CWA	\$26,332	\$0	\$1,316,585	7/15/2026
Total			\$28,860,917		\$588,998	\$0	\$29,449,915	

Agency WSDOT - NW

Project Title SR 11 North of Oyster Creek - Unstable Slopes

Description Stabilizes multiple unstable slopes along SR 11 between mileposts 11.29 and 13.46 to address chronic instability and ongoing maintenance needs.



Road Name SR 11

Begin Termini 11.29

End Termini 13.46

Total Project Length 2.17

Improvement Type Safety

Functional Class Major Collector

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$13,730,095

Regionally Significant **Right-of-Way Required**

STIP ID WA-17137

WSDOT PIN 101102B

Federal Aid Number

SCOG ID

Agency ID

Hearing Date

Adoption Date

Resolution Number

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
PE	2026	STBG(S)	\$1,929,571	MVA	\$214,397	\$0	\$2,143,968	7/15/2026
RW	2027	STBG(S)	\$279,307	MVA	\$5,700	\$0	\$285,007	7/15/2026
CN	2028	STBG(S)	\$11,075,098	MVA	\$226,022	\$0	\$11,301,120	7/15/2026
Total			\$13,283,976		\$446,119	\$0	\$13,730,095	

Funding Program	Carryover	2026			2027			2028			2029			4-Year Allocation	4-Year Programmed	4-Year Difference
		Estimated Allocation	Available	Programmed	Estimated Allocation	Available	Programmed	Estimated Allocation	Available	Programmed	Estimated Allocation	Available	Programmed			
Regionally Managed Federal Funds	-\$2,465	\$2,846	\$382	\$358	\$2,846	\$2,870	\$1,402	\$2,846	\$4,314	\$3,459	\$2,846	\$3,701	\$2,743	\$8,921	\$7,962	\$959
CRP	\$550	\$293	\$843	\$83	\$293	\$1,053	\$121	\$293	\$1,225	\$770	\$293	\$748	\$0	\$1,722	\$974	\$748
STBG	-\$3,365	\$2,293	-\$1,072	\$0	\$2,293	\$1,221	\$1,208	\$2,293	\$2,305	\$1,860	\$2,293	\$2,738	\$2,538	\$5,806	\$5,606	\$200
TA	\$349	\$261	\$610	\$275	\$261	\$596	\$74	\$261	\$783	\$829	\$261	\$215	\$204	\$1,393	\$1,382	\$11

Other Federal Funds & State Funds																
	\$0	\$128,883	\$128,883	\$128,883	\$41,374	\$41,374	\$41,374	\$70,490	\$70,490	\$70,490	\$60,303	\$60,303	\$60,303	\$301,050	\$301,050	\$0
5307	\$0	\$6,406	\$6,406	\$6,406	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$16,906	\$16,906	\$0
5339	\$0	\$148	\$148	\$148	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$148	\$148	\$0
5339(b)	\$0	\$14,369	\$14,369	\$14,369	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,369	\$14,369	\$0
BR	\$0	\$7,293	\$7,293	\$7,293	\$0	\$0	\$0	\$4,597	\$4,597	\$4,597	\$0	\$0	\$0	\$11,890	\$11,890	\$0
FBP	\$0	\$621	\$621	\$621	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$621	\$621	\$0
FTA Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500	\$2,500	\$0	\$0	\$0	\$2,500	\$2,500	\$0
HIP(S)	\$0	\$7,402	\$7,402	\$7,402	\$5,434	\$5,434	\$5,434	\$0	\$0	\$0	\$0	\$0	\$0	\$12,835	\$12,835	\$0
HSIP	\$0	\$11,471	\$11,471	\$11,471	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,471	\$11,471	\$0
NHFP	\$0	\$4,895	\$4,895	\$4,895	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,895	\$4,895	\$0
NHPP	\$0	\$10,763	\$10,763	\$10,763	\$27,412	\$27,412	\$27,412	\$39,215	\$39,215	\$39,215	\$2,688	\$2,688	\$2,688	\$80,078	\$80,078	\$0
RAISE	\$0	\$17,550	\$17,550	\$17,550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,550	\$17,550	\$0
STBG(S)	\$0	\$22,828	\$22,828	\$22,828	\$508	\$508	\$508	\$11,654	\$11,654	\$11,654	\$52,588	\$52,588	\$52,588	\$87,579	\$87,579	\$0
CRAB	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,841	\$3,841	\$3,841	\$0	\$0	\$0	\$3,841	\$3,841	\$0
CWA	\$0	\$5	\$5	\$5	\$210	\$210	\$210	\$348	\$348	\$348	\$26	\$26	\$26	\$589	\$589	\$0
MAW	\$0	\$16,212	\$16,212	\$16,212	\$634	\$634	\$634	\$0	\$0	\$0	\$0	\$0	\$0	\$16,846	\$16,846	\$0
MVA	\$0	\$1,475	\$1,475	\$1,475	\$282	\$282	\$282	\$450	\$450	\$450	\$1,069	\$1,069	\$1,069	\$3,276	\$3,276	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,964	\$2,964	\$2,964	\$0	\$0	\$0	\$2,964	\$2,964	\$0
Ped/Bike Program	\$0	\$0	\$0	\$0	\$3,395	\$3,395	\$3,395	\$0	\$0	\$0	\$0	\$0	\$0	\$3,395	\$3,395	\$0
TIB	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,421	\$1,421	\$1,421	\$432	\$432	\$432	\$1,853	\$1,853	\$0
WSDOT	\$0	\$7,446	\$7,446	\$7,446	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,446	\$7,446	\$0

Matching Funds																
	\$0	\$20,257	\$20,257	\$20,257	\$4,394	\$4,394	\$4,394	\$6,369	\$6,369	\$6,369	\$5,848	\$5,848	\$5,848	\$36,868	\$36,868	\$0
Local	\$0	\$20,257	\$20,257	\$20,257	\$4,394	\$4,394	\$4,394	\$6,369	\$6,369	\$6,369	\$5,848	\$5,848	\$5,848	\$36,868	\$36,868	\$0

Funding Program	Carryover	2026			2027			2028			2029			4-Year Allocation	4-Year Programmed	4-Year Difference
		Estimated Allocation	Available	Programmed	Estimated Allocation	Available	Programmed	Estimated Allocation	Available	Programmed	Estimated Allocation	Available	Programmed			
Total	-\$2,465	\$151,986	\$149,521	\$149,498	\$48,615	\$48,638	\$47,171	\$79,706	\$81,173	\$80,318	\$68,998	\$69,853	\$68,894	\$346,840	\$345,881	\$959

Note: All figures in this table are expressed in thousands.



Degree of difficulty: Easy
Length: 1.7 miles (0.8 paved)
Location: West end is located at Lions Club Park, off State Route 20 at Anacortes Street.
Description: A paved trail from Anacortes Street to Gardner Road becomes a compacted gravel trail as it travels east to District Line Road in a tree-lined parkway between State Route 20 and the Burlington Northern Santa Fe railroad tracks.

23 BURLINGTON DIKE TRAIL
 Burlington Parks & Recreation/
 Dike District 12

Degree of difficulty: Easy
Length: 2.2 miles
Location: Access points: 1800 S. Whitmarsh Road, 1100 S. Skagit Street, or 851 Gardner Road, Burlington.
Description: Maple and cottonwood trees line the south end of its narrow dirt path. The north end offers open views of the river from a wide gravel trail. Playground, restrooms and picnic area are accessible from Skagit River Park Playfields.

24 WALNUT POND TRAIL
 Burlington Parks & Recreation

Degree of difficulty: Easy
Distance: 0.1 miles
Location: 1751 South Walnut Street, Burlington
Description: A quiet pond setting to enjoy ducks and nature just off busy Burlington Boulevard. A wood chip trail circles the pond for a 1,000 foot loop walk.

25 TAMMI WILSON MEMORIAL TRAIL
 Burlington Parks and Recreation

Degree of difficulty: Easy
Length: 0.4 mile
Location: 201 Cascade Mall Drive. Along Gages Slough - east side of Goldenrod Road, east under Interstate 5 to Burlington Boulevard. Parking available in the Cascade Mall parking lot.
Description: This short, well-lit, paved trail is a connector for bicyclists and pedestrians traveling east and west to navigate under I-5. The trail features benches and picnic tables under a gazebo along Gages Slough.

26 TED REEP TRAIL
 Mount Vernon Parks & Recreation

Degree of difficulty: Easy to moderate
Length: 1.4 miles one way
Location: Entrance is just west of the YMCA located on Hoag Road.
Description: This seasonal trail along the river begins through the meadow field on the west side of the YMCA off Hoag Road. At the gate in the trail follow the main trail to the left. This gently winding dirt trail will take you through a wooded area of native vegetation before coming to a clearing with a beautiful view of the Skagit River. The trail continues north through a wooded area and ends at the yellow gate on Lindgren Road. Return the way you came. Visitors should use caution as the trail and terrain are impacted by river levels and are closed during flooding.

27 SKAGIT COUNTY PLAYFIELDS TRAIL
 Skagit County Parks & Recreation

Degree of difficulty: Easy
Length: 1.5 miles
Location: Access from Skagit Valley College, 2405 East College Way (at rear of campus) or from 2700 Martin Road.
Description: Part of this 25-acre complex provides a mostly unpaved fitness trail used for walking and jogging. This trail makes a loop around the perimeter of the athletic field complex and college campus. Several cross trails are available for shorter loops.

28 KULSHAN TRAIL
 Mount Vernon Parks & Recreation

Degree of difficulty: Easy
Length: 2.5 miles
Location: The Kulshan Trail corridor extends from the downtown Mount Vernon Skagit Riverwalk and Lion's Park east past Bakerview Park to Waugh Road. At 30th Street users can continue straight or take the wide sidewalk/asphalt pathway along 30th and then Fir Street, around the perimeter of Bakerview Park, then turn into the park at the gate and proceed through the sport center parking area to pick up the trail where it travels through a wetlands area.
Description: A multi-use paved trail that connects Mount Vernon's downtown area with commercial and residential areas to the east. This trail passes by several schools, salmon-rearing ponds, natural areas, and Bakerview Park.

29 RIVERBEND RIVERLOOP TRAIL
 City of Mount Vernon

Degree of difficulty: Easy
Length: 0.9 miles Round Trip
Location: Trail begins behind the northwest corner of Wal-Mart parking lot off of Stewart Road.
Description: The beginning portion of the trail is paved and turns to gravel as you head south passing a storm water pond on your left. The gravel portion of the trail makes a couple of gentle turns leading you up a slight incline to where it will loop around another storm water pond, bringing you back to return on the same paved portion of trail where you began.

30 SKAGIT RIVERWALK
 Mount Vernon Parks & Recreation

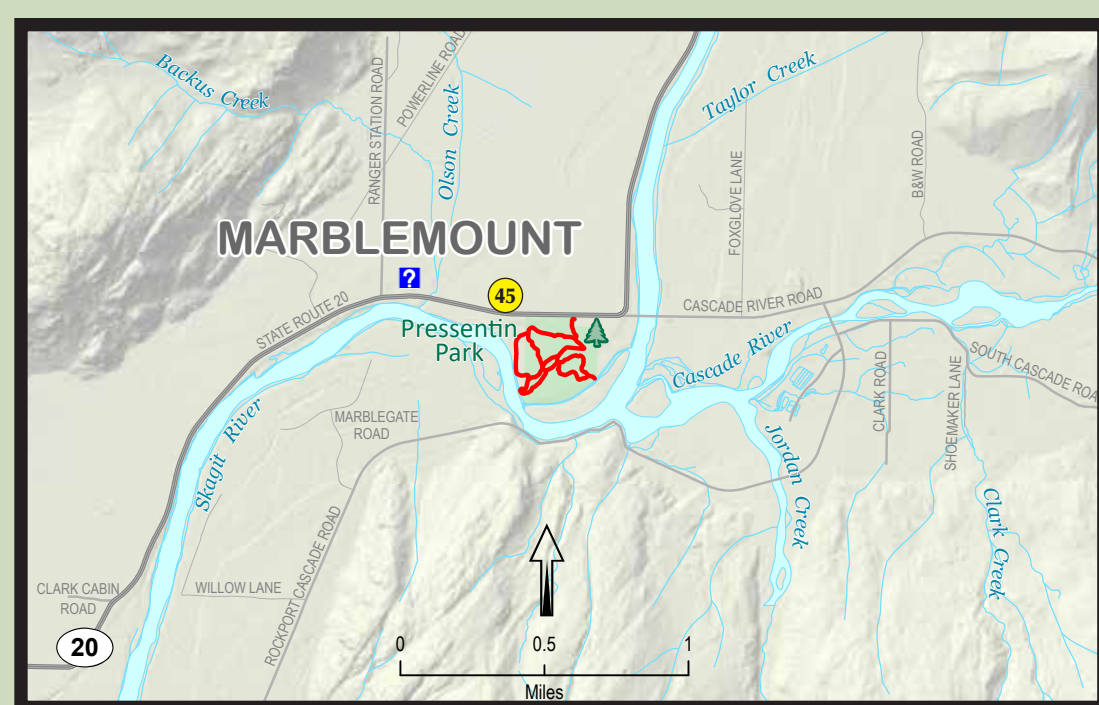
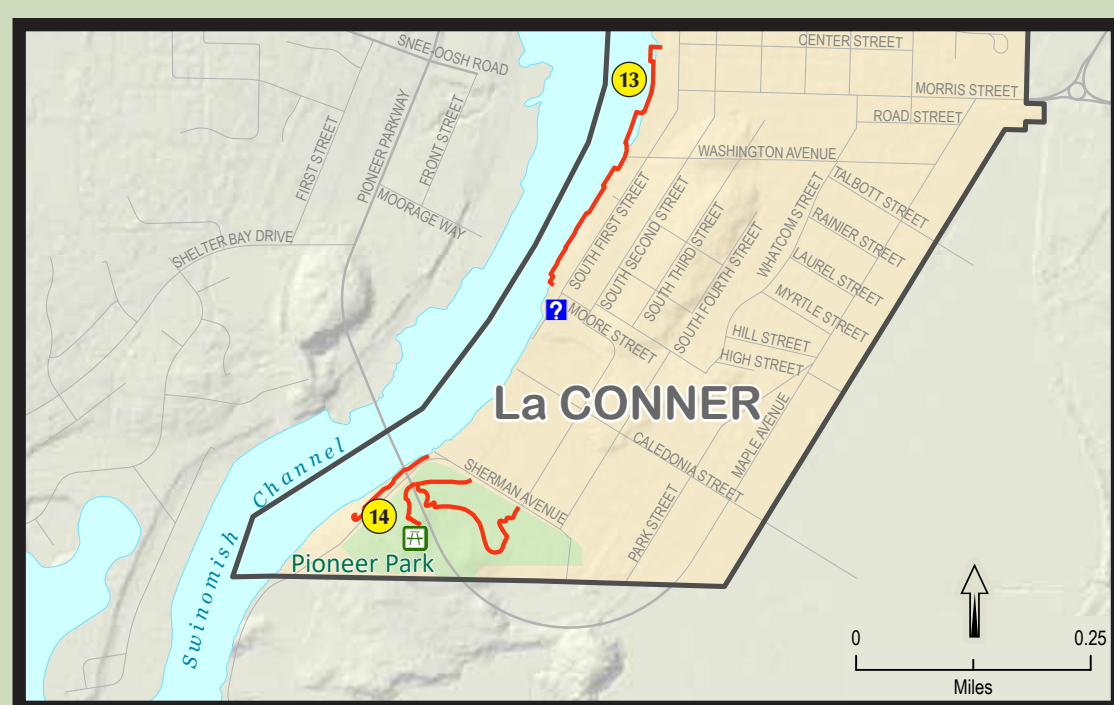
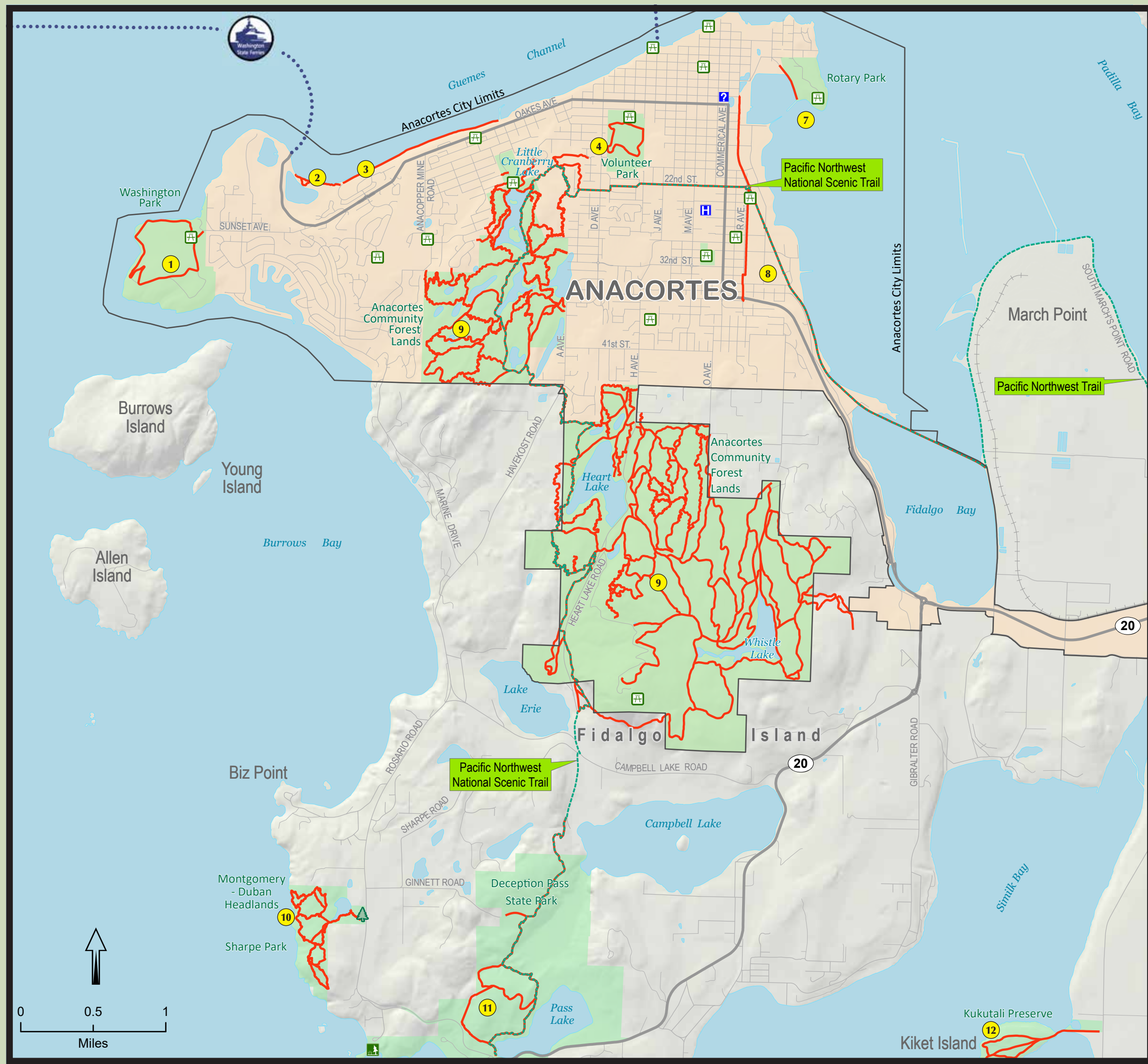
Degree of difficulty: Easy
Length: 1.38 miles
Location: 509 S. Main Street. Along the Skagit River, from Kincaid Street to the North Riverwalk Loop in North Lions Park. Parking available in several locations downtown.
Description: This scenic trail along the Skagit River runs from Kincaid Street to the loop trail in North Lions Park. Along the river from Kincaid to Lions Park is paved. From Lions Park the terrain switches to a hard-packed gravel trail that loops through the forest and along a short section of river levee.

31 EDGEWATER PARK
 Mount Vernon Parks & Recreation

Degree of difficulty: Easy
Length: 0.25 miles
Location: 600 Behrens Millet Road, Mount Vernon
Description: A series of paved and unpaved areas along the Skagit River in Edgewater Park. Trail passes by artwork and a playground. Walking along the perimeter of the grassy fields can create a longer walk.

32 HILLCREST PARK
 Mount Vernon Parks & Recreation

Degree of difficulty: Moderate
Length: 1.04 miles of unpaved hillside trails
Location: 1717 South 13th Street. Park in the parking lot and go southwest from the lot to locate the trail.
Description: This is a winding network of mulched trails through Mount Vernon's oldest park. These trails feature the Mount Vernon library's story walk.



33 KIWANIS PARK BOARDWALK
 Mount Vernon Parks & Recreation

Degree of difficulty: Easy
Length: 0.2 miles
Location: 500 S. 18th Street, Mount Vernon
Description: The raised boardwalk travels through park wetlands connecting Broadway to 20th Street. The trail features interpretive signage and is wheelchair accessible.

34 TRUMPETER TRAIL
 Mount Vernon Parks & Recreation

Degree of difficulty: Easy
Length: 1.1 miles
Location: North and south side of Section Street approximately 0.4 miles east of LaVenture Road.
Description: The Trumpeter Trail is a paved multi-use trail that stretches from south of Section Street to Laventure Road south of Fir Street. The north section of the trail travels on a paved path through a wetland to LaVenture Road. The central and south section of the trail utilize wide sidewalks and existing urban trails, allowing users to enjoy the narrow greenway.

35 MADDOX CREEK TRAILS
 Mount Vernon Parks & Recreation

Degree of difficulty: Moderate
Length: 0.95 miles
Location: Maddox Creek Road
Description: A series of paved and gravel pathways through Maddox Creek neighborhood winding through wetlands, forests, and neighborhoods, featuring Maddox Creek. A highlight is the Maddox Creek Canyon loop, a series of switchbacks and steep slopes that meanders through mature stands of conifers that border a natural wetland.

36 EAGLEMONT TRAILS
 Mount Vernon Parks & Recreation

Degree of difficulty: Moderate
Length: 1.5 miles
Location: 4824 Beaver Pond Drive South, Mount Vernon
Description: Beginning at the Beaver Pond Park picnic shelter, this out and back gravel pathway passes by wetlands and beaver ponds.

37 LITTLE MOUNTAIN PARK TRAILS
 Mount Vernon Parks & Recreation

Degree of difficulty: Easy to difficult
Length: 11 miles plus the paved road is 1.5 miles
Location: Little Mountain Park
Description: A network of trails located on 522 acres of diverse terrain in Little Mountain Park. Little Mountain Park offers views of western Skagit Valley, Puget Sound, and the Cascade and Olympic Mountains. Multi-use (biking and hiking) and hiker-only trailheads can be accessed in the park or from various trail heads. Two lookouts are located near the upper parking area. Restrooms are located off the upper parking lot, and mid-mountain, and at the large lower parking lot.

38 YUDWASTA BIG ROCK PARK
 Skagit County Parks & Recreation

Degree of difficulty: Moderate
Length: 0.95 miles
Location: 22393 Mount Vernon/Big Lake Road, Mount Vernon
Description: Yudwasta Big Rock Park stands not only as a recreational site, but also as a place of reflection and respect. Visitors are encouraged to approach the site with an understanding that they are entering a culturally important space - one that continues to hold deep meaning for the Upper Skagit people. For generations, the surrounding landscape has been part of the Tribe's ancestral homeland, holding stories, teachings, and connections that reach back long before formal park designation. As access improves and more community members discover the park, Skagit County Parks remains committed to honoring the history

39 HIGHWAY 20 SHARED USE PATH
 City of Sedro-Woolley

Degree of difficulty: Easy
Length: 2.85 Miles
Location: The 10-foot-wide concrete multi-use path runs the length of the city on State Route 20, starting at Hodgkin Street (west of State Route 9 South) and runs eastward to Fruitdale Road (east of State Route 9 North/Township Street).
Description: Access to the Cascade Trail is by the signal at State Route 20 and Township Street. Direct connections to Cook Road and F&S Grade Road are located along the route. This path allows bicyclists and pedestrians to traverse the city while remaining separated from highway traffic. Along the pathway Bingham Park, located 0.25 miles northeast of State Route 9 South, includes restrooms, bicycle and RV camping facilities, picnic facilities and a playground. Lions Park is located 0.8 miles east of State Route 9 South and includes parking and picnic facilities.

40 FRUITDALE/McGARIGLE SHARED USE PATH
 City of Sedro-Woolley

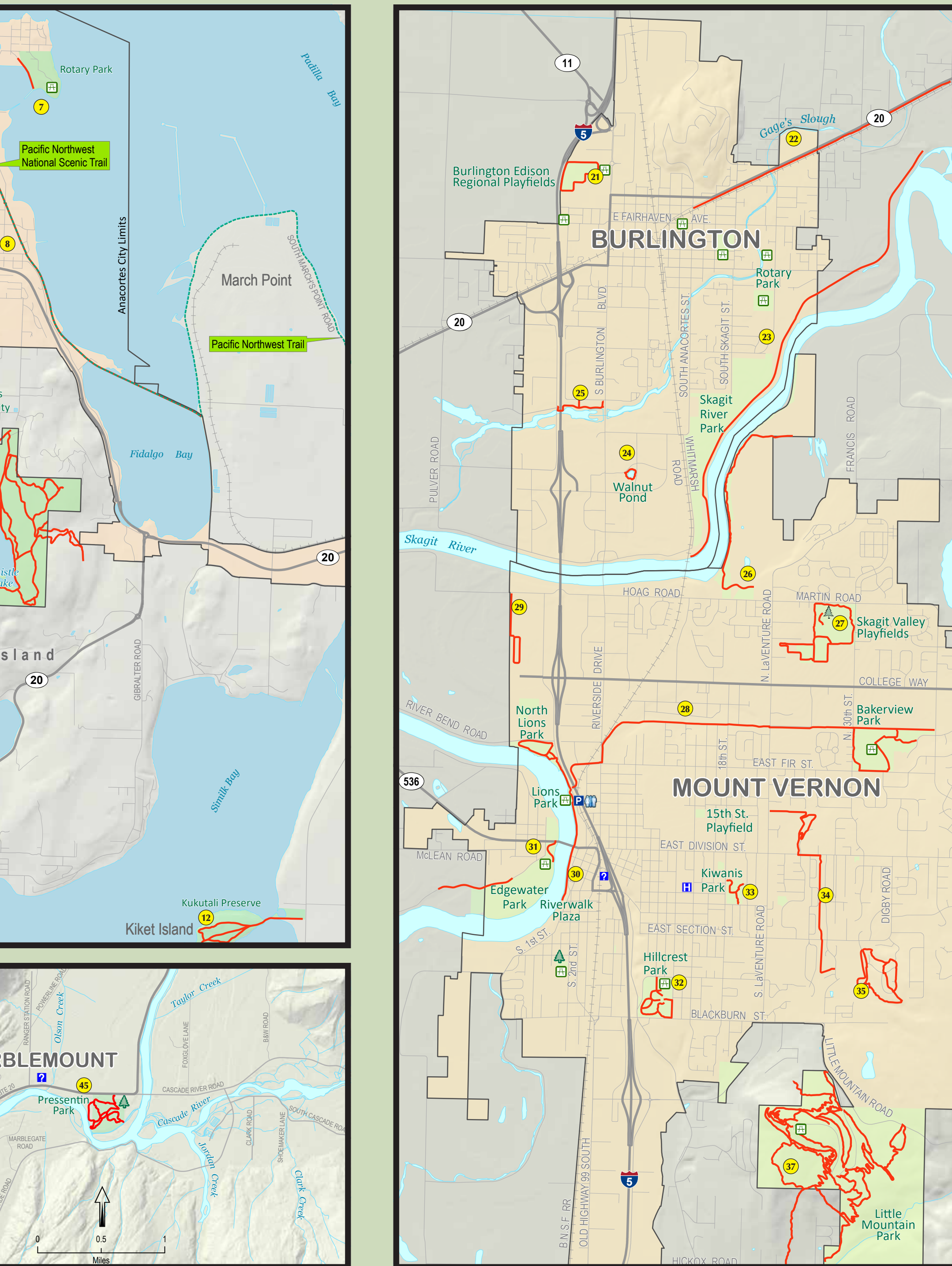
Degree of difficulty: Easy
Length: 1.8 miles
Location: The trail runs along Fruitdale Road from State Route 20 to the Sedro-Woolley Innovation for Tomorrow (SWIFT) Center, 0.86 miles. A connected route on McGarigle Road from SR9/Township to Fruitdale runs 0.9 miles.
Description: 10-foot-wide paved multi-use path in the northeast region of the city runs to and enters the SWIFT Center and adjacent Northern State Recreation Area grounds and offers scenic views including Haystack Mountain and Lyman Hill. The trail connects to the Cascade Trail at the intersection of State Route 20 and Fruitdale Road, and connects to the Northern State Recreation Area Trail at the intersection of McGarigle and Fruitdale Roads. Parking is available

41 HISTORIC NORTHERN STATE HOSPITAL TRAIL NETWORK
 Northern State Recreation Area (NSRA), Skagit County Parks & Recreation, SWIFT Center, Port of Skagit, Olmstead Park, City of Sedro-Woolley

Degree of difficulty: Easy
Length: 6.4 miles
Location: North of State Route 20 on Helmick Road (NSRA), or on Fruitdale Road (Olmstead Park/SWIFT Center)
Description: The trails meander over what was once the Northern State Hospital historical farm and forest, along Hansen and Brickyard Creeks, and atop upland meadows and rocky knolls. You can wander through the heart of prime elk habitat and find signs of coyote, deer, and occasionally cougar and bear. Bern trails bisect the Hanson Creek alluvial fan on the south end of the park. Birding is superb in these wetlands. Additional trails with historical sites, interpretive signage, and a loop trail around Thompson pond are accessible from NSRA by crossing Hansen Creek on the Farmstead and Dovetail Bridges or from Olmstead Park.

42 CASCADE TRAIL
 Skagit County Parks & Recreation

Degree of difficulty: Easy
Length: 22 miles
Location: Paved parking area is available at Fruitdale Road and State Route 20. The trail can also be accessed at various other locations along the route from Sedro-Woolley to Concrete.
Description: The Cascade Trail is a former railway that has been developed into a 22-mile multi-use (pedestrian, cycling, and equestrian) mostly gravel trail. A short section of trail has been paved



43 CUMBERLAND CREEK INTERPRETIVE TRAIL
 Skagit Land Trust

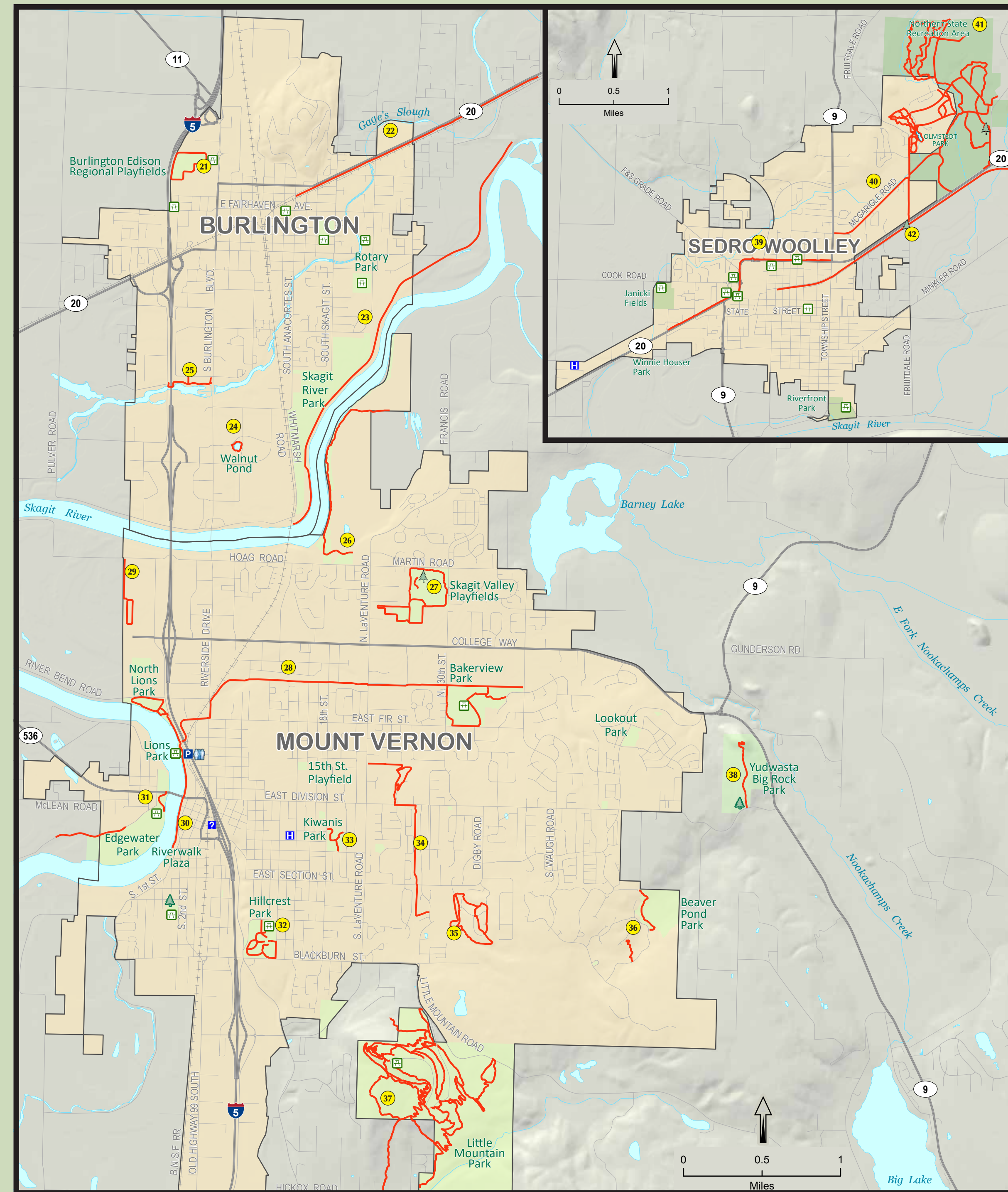
Degree of difficulty: Easy
Length: 2.5 miles of trails
Location: From State Route 9 take the South Skagit Highway 12 miles east, near Hamilton. Follow directions for address 34183. Look for parking area in front of locked gate on the left side of the road. Park in front of the locked gate and walk in.
Description: Explore the Cumberland Creek Conservation Area via a network of three interpretive trails. Experience the diverse 200+ acre deciduous forest in the Skagit River floodplain, which protects vital salmon spawning habitat and is home to many amphibians and birds.

44 HOWARD MILLER STEELHEAD PARK TRAIL
 Skagit County Parks & Recreation

Degree of difficulty: Easy
Length: 4 miles
Location: Howard Miller State Park, State Route 20, Rockport.
Description: The 8-mile roundtrip trail meanders along the north side of the Skagit River and begins on the west end of the park. Watch the eagles swoop down to talon Chum Salmon on the sand bars on Washington State's second largest river. The "fly bars" along this section of the river are well known amongst the local fly fishermen. A shorter loop winds through riparian lands and over a footbridge.

45 PRESENTIN TRAILS
 Skagit County Parks & Recreation

Degree of difficulty: Easy
Length: 2 miles
Location: 60060 State Route 20, Marblemount
Description: Great birding trails twisting along open meadows and dense forested groves of trees. Enjoy views of the Skagit River and connecting sloughs. You may even spot a black bear. Foot bridges cross a side channel, where salmon can be seen during fall months.



46 MOUNT VERNON TRAILS
 Mount Vernon Parks & Recreation

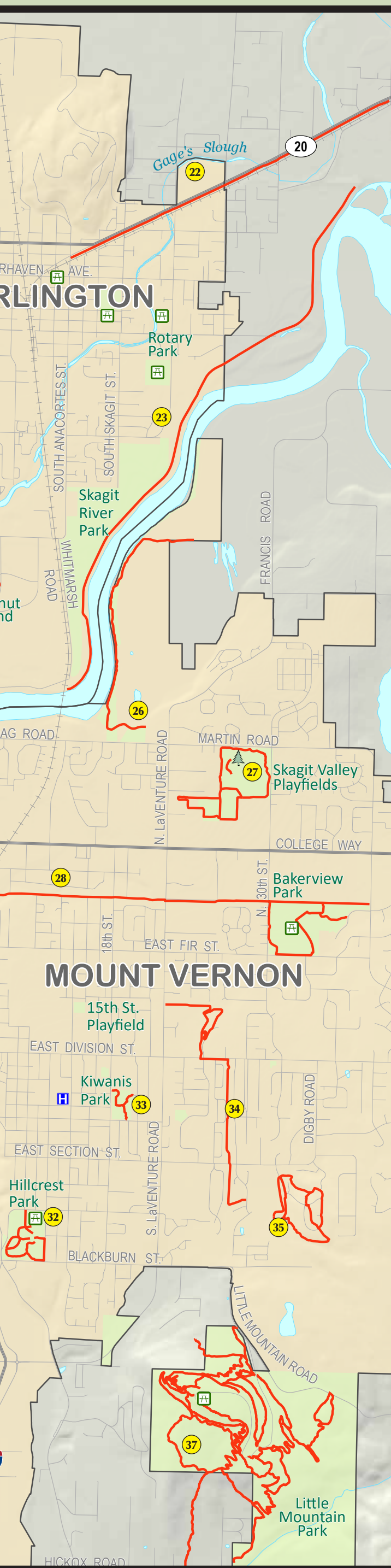
Degree of difficulty: Easy
Length: 1.4 miles one way
Location: Entrance is just west of the YMCA located on Hoag Road.
Description: This seasonal trail along the river begins through the meadow field on the west side of the YMCA off Hoag Road. At the gate in the trail follow the main trail to the left. This gently winding dirt trail will take you through a wooded area of native vegetation before coming to a clearing with a beautiful view of the Skagit River. The trail continues north through a wooded area and ends at the yellow gate on Lindgren Road. Return the way you came. Visitors should use caution as the trail and terrain are impacted by river levels and are closed during flooding.

47 SKAGIT COUNTY PLAYFIELDS TRAIL
 Skagit County Parks & Recreation

Degree of difficulty: Easy
Length: 1.5 miles
Location: Access from Skagit Valley College, 2405 East College Way (at rear of campus) or from 2700 Martin Road.
Description: Part of this 25-acre complex provides a mostly unpaved fitness trail used for walking and jogging. This trail makes a loop around the perimeter of the athletic field complex and college campus. Several cross trails are available for shorter loops.

48 KULSHAN TRAIL
 Mount Vernon Parks & Recreation

Degree of difficulty: Easy
Length: 2.5 miles
Location: The Kulshan Trail corridor extends from the downtown Mount Vernon Skagit Riverwalk and Lion's Park east past Bakerview Park to Waugh Road. At 30th Street users can continue straight or take the wide sidewalk/asphalt pathway along 30th and then Fir Street, around the perimeter of Bakerview Park, then turn into the park at the gate and proceed through the sport center parking area to pick up the trail where it travels through a wetlands area.
Description: A multi-use paved trail that connects Mount Vernon's downtown area with commercial and residential areas to the east. This trail passes by several schools, salmon-rearing ponds, natural areas, and Bakerview Park.



49 RIVERBEND RIVERLOOP TRAIL
 City of Mount Vernon

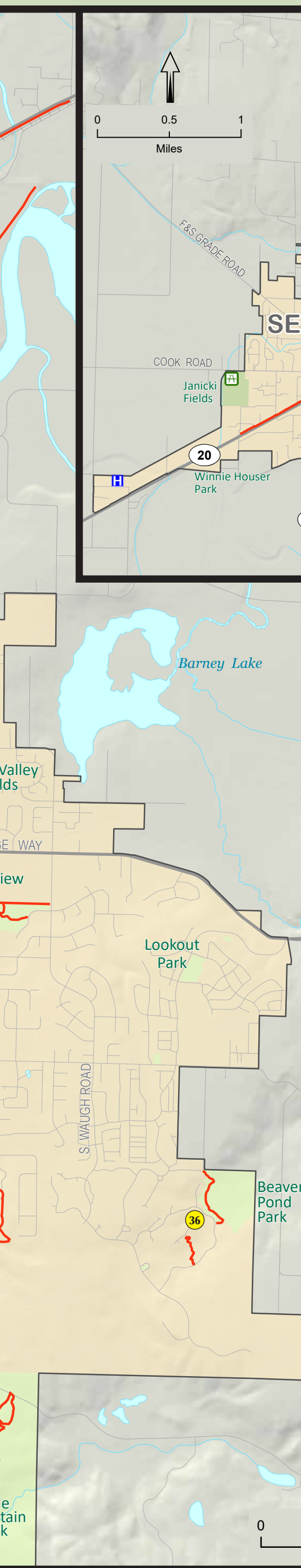
Degree of difficulty: Easy
Length: 0.9 miles Round Trip
Location: Trail begins behind the northwest corner of Wal-Mart parking lot off of Stewart Road.
Description: The beginning portion of the trail is paved and turns to gravel as you head south passing a storm water pond on your left. The gravel portion of the trail makes a couple of gentle turns leading you up a slight incline to where it will loop around another storm water pond, bringing you back to return on the same paved portion of trail where you began.

50 HILLCREST PARK
 Mount Vernon Parks & Recreation

Degree of difficulty: Moderate
Length: 1.04 miles of unpaved hillside trails
Location: 1717 South 13th Street. Park in the parking lot and go southwest from the lot to locate the trail.
Description: This is a winding network of mulched trails through Mount Vernon's oldest park. These trails feature the Mount Vernon library's story walk.

51 SKAGIT RIVERWALK
 Mount Vernon Parks & Recreation

Degree of difficulty: Easy
Length: 1.38 miles
Location: 509 S. Main Street. Along the Skagit River, from Kincaid Street to the North Riverwalk Loop in North Lions Park. Parking available in several locations downtown.
Description: This scenic trail along the Skagit River runs from Kincaid Street to the loop trail in North Lions Park. Along the river from Kincaid to Lions Park is paved. From Lions Park the terrain switches to a hard-packed gravel trail that loops through the forest and along a short section of river levee.



52 KIWANIS PARK BOARDWALK
 Mount Vernon Parks & Recreation

Degree of difficulty: Easy
Length: 0.2 miles
Location: 500 S. 18th Street, Mount Vernon
Description: The raised boardwalk travels through park wetlands connecting Broadway to 20th Street. The trail features interpretive signage and is wheelchair accessible.

53 TRUMPETER TRAIL
 Mount Vernon Parks & Recreation

Degree of difficulty: Easy
Length: 1.1 miles
Location: North and south side of Section Street approximately 0.4 miles east of LaVenture Road.
Description: The Trumpeter Trail is a paved multi-use trail that stretches from south of Section Street to Laventure Road south of Fir Street. The north section of the trail travels on a paved path through a wetland to LaVenture Road. The central and south section of the trail utilize wide sidewalks and existing urban trails, allowing users to enjoy the narrow greenway.

54 MADDOX CREEK TRAILS
 Mount Vernon Parks & Recreation

Degree of difficulty: Moderate
Length: 0.95 miles
Location: Maddox Creek Road
Description: A series of paved and gravel pathways through Maddox Creek neighborhood winding through wetlands, forests, and neighborhoods, featuring Maddox Creek. A highlight is the Maddox Creek Canyon loop, a series of switchbacks and steep slopes that meanders through mature stands of conifers that border a natural wetland.



55 HISTORIC NORTHERN STATE HOSPITAL TRAIL NETWORK
 Northern State Recreation Area (NSRA), Skagit County Parks & Recreation, SWIFT Center, Port of Skagit, Olmstead Park, City of Sedro-Woolley

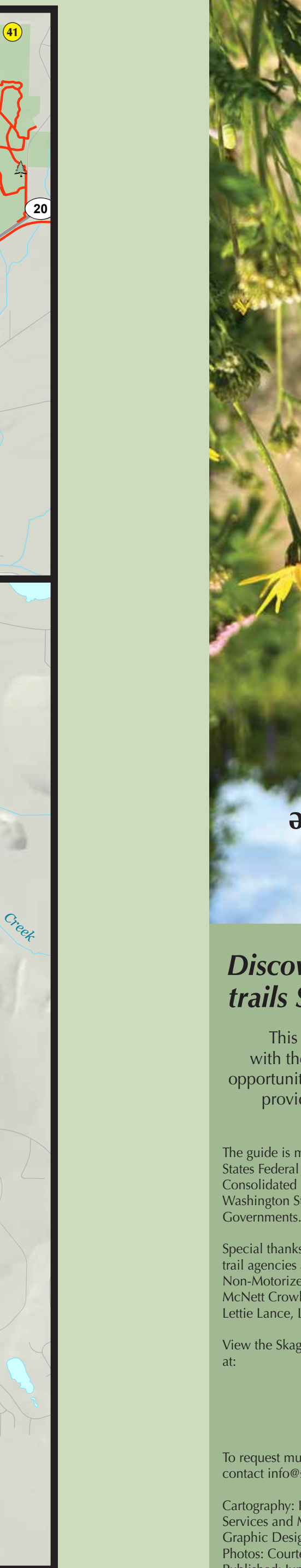
Degree of difficulty: Easy
Length: 6.4 miles
Location: North of State Route 20 on Helmick Road (NSRA), or on Fruitdale Road (Olmstead Park/SWIFT Center)
Description: The trails meander over what was once the Northern State Hospital historical farm and forest, along Hansen and Brickyard Creeks, and atop upland meadows and rocky knolls. You can wander through the heart of prime elk habitat and find signs of coyote, deer, and occasionally cougar and bear. Bern trails bisect the Hanson Creek alluvial fan on the south end of the park. Birding is superb in these wetlands. Additional trails with historical sites, interpretive signage, and a loop trail around Thompson pond are accessible from NSRA by crossing Hansen Creek on the Farmstead and Dovetail Bridges or from Olmstead Park.

56 CASCADE TRAIL
 Skagit County Parks & Recreation

Degree of difficulty: Easy
Length: 22 miles
Location: Paved parking area is available at Fruitdale Road and State Route 20. The trail can also be accessed at various other locations along the route from Sedro-Woolley to Concrete.
Description: The Cascade Trail is a former railway that has been developed into a 22-mile multi-use (pedestrian, cycling, and equestrian) mostly gravel trail. A short section of trail has been paved

57 CUMBERLAND CREEK INTERPRETIVE TRAIL
 Skagit Land Trust

Degree of difficulty: Easy
Length: 2.5 miles of trails
Location: From State Route 9 take the South Skagit Highway 12 miles east, near Hamilton. Follow directions for address 34183. Look for parking area in front of locked gate on the left side of the road. Park in front of the locked gate and walk in.
Description: Explore the Cumberland Creek Conservation Area via a network of three interpretive trails. Experience the diverse 200+ acre deciduous forest in the Skagit River floodplain, which protects vital salmon spawning habitat and is home to many amphibians and birds.



58 HOWARD MILLER STEELHEAD PARK TRAIL
 Skagit County Parks & Recreation

Degree of difficulty: Easy
Length: 4 miles
Location: Howard Miller State Park, State Route 20, Rockport.
Description: The 8-mile roundtrip trail meanders along the north side of the Skagit River and begins on the west end of the park. Watch the eagles swoop down to talon Chum Salmon on the sand bars on Washington State's second largest river. The "fly bars" along this section of the river are well known amongst the local fly fishermen. A shorter loop winds through riparian lands and over a footbridge.

59 PRESENTIN TRAILS
 Skagit County Parks & Recreation

Degree of difficulty: Easy
Length: 2 miles
Location: 60060 State Route 20, Marblemount
Description: Great birding trails twisting along open meadows and dense forested groves of trees. Enjoy views of the Skagit River and connecting sloughs. You may even spot a black bear. Foot bridges cross a side channel, where salmon can be seen during fall months.

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 Skagit County Parks & Recreation

Degree of difficulty: Moderate
Length: 0.95 miles
Location: 22393 Mount Vernon/Big Lake Road, Mount Vernon
Description: Yudwasta Big Rock Park stands not only as a recreational site, but also as a place of reflection and respect. Visitors are encouraged to approach the site with an understanding that they are entering a culturally important space - one that continues to hold deep meaning for the Upper Skagit people. For generations, the surrounding landscape has been part of the Tribe's ancestral homeland, holding stories, teachings, and connections that reach back long before formal park designation. As access improves and more community members discover the park, Skagit County Parks remains committed to honoring the history



Skagit County Walking Trail Guide 2026

Discover the wonderful walking trails Skagit County has to offer

This map is intended to familiarize people with the many great walking, rolling and hiking opportunities on public lands in Skagit County and to provide basic information for users to locate and enjoy them.

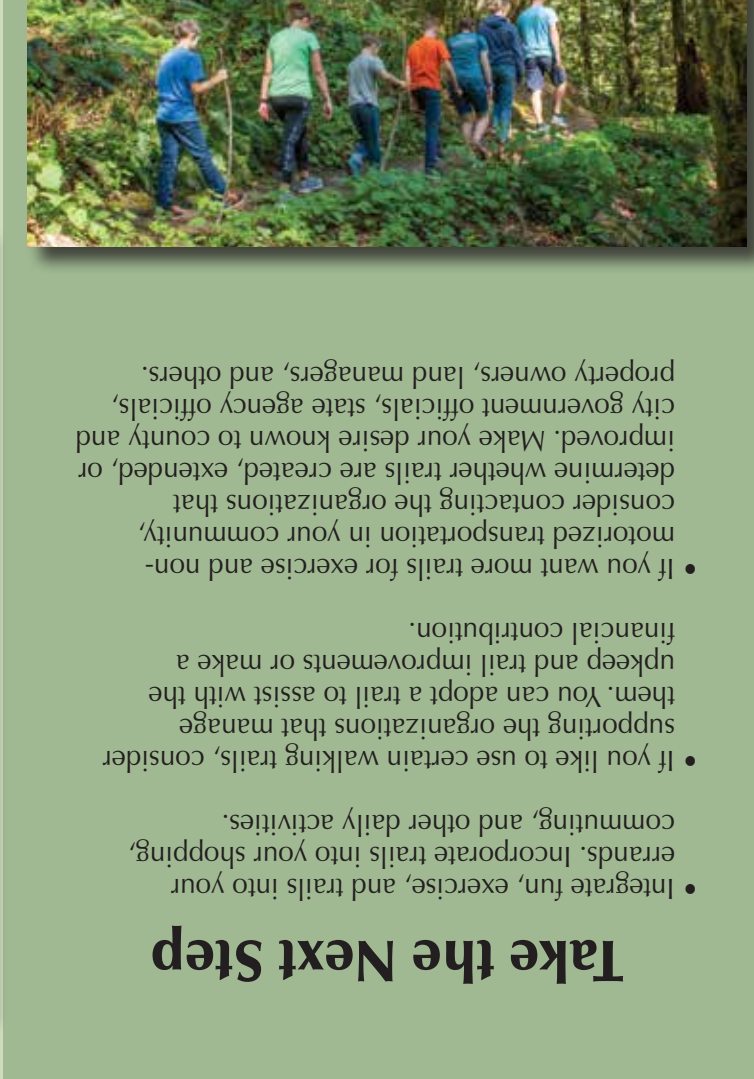
The guide is made possible with support and funding from: United States Federal Highway Administration-Federal Transit Administration Consolidated Grant Program funding, administered through Washington State Department of Transportation and Skagit Council of Governments. (SCOG)

Special thanks to Skagit County Geographical Information Services, trail agencies and volunteers, and the Skagit Council of Governments Non-Motorized Advisory Committee Members Debra Bray, Liz McNett Crowl, Marie Erbsoeser, Julie Kinder, Elgan Wade Lance, Lettie Lance, Linda Talman.

View the Skagit County Walking Trail Guide and Bicycle Map online at:

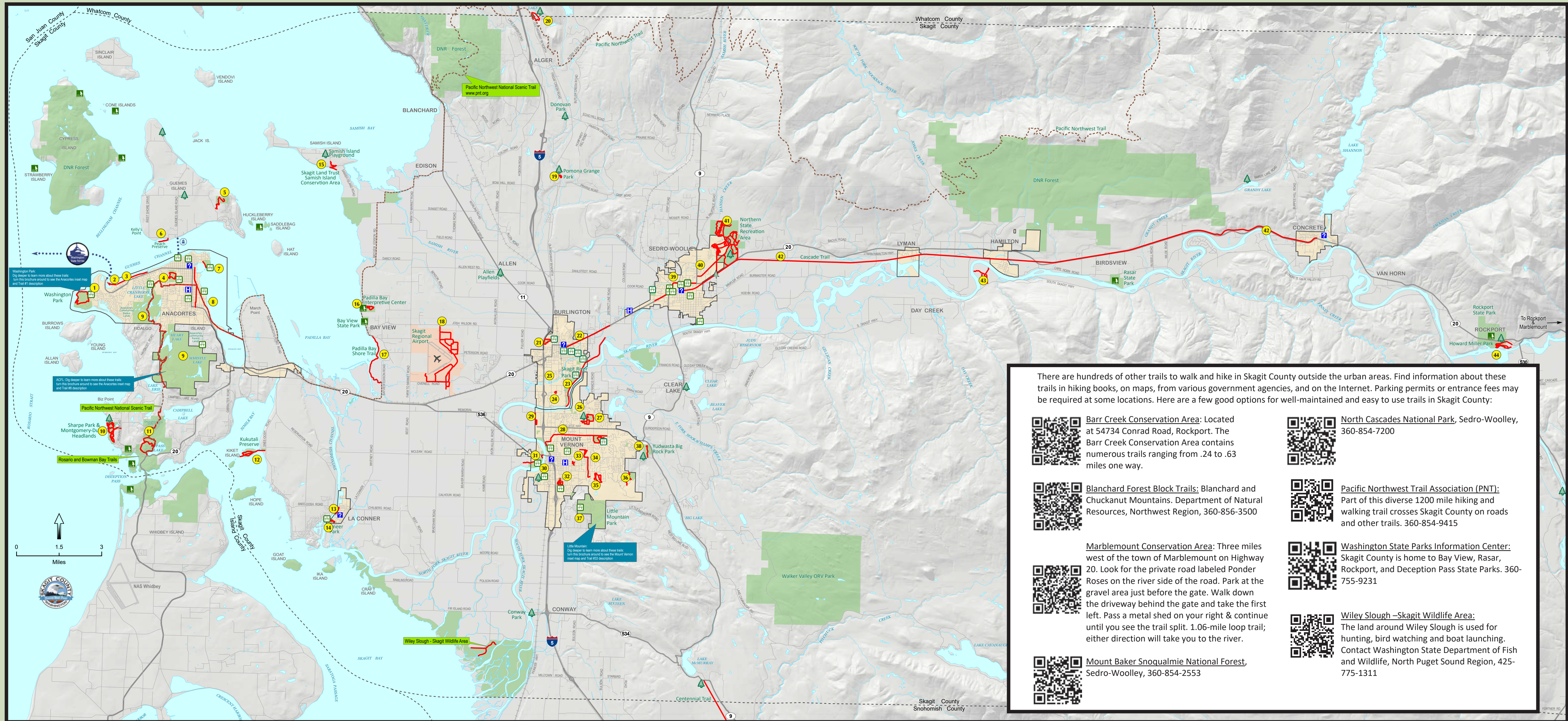
To request multiple copies or to send comments and suggestions, contact info@scog.net.

Cartography: Kim Berry, Skagit County Geographical Information Services and Mapping Services
 Graphic Design: Thomas Printing, Inc.
 Photos: Courtesy of Linda Wright Photography and Jenny Sandbo
 Published: June 2026



Take the Next Step

Integrate fun, exercise, and trails into your errands. Incorporate trails into your shopping, errands, and other daily activities.
 If you like to use certain walking trails, consider supporting the organizations that manage them. You can adopt a trail or assist with the upkeep and trail improvements or make a financial contribution.
 If you want more trails for exercise and non-property owners, land managers, and other city government officials, state agencies, and community organizations, please contact us to determine whether trails are needed, extended, or expanded in your town or county, and we can help you get started.



Trail Etiquette

- A few simple rules of trail courtesy can enhance everyone's experience.
- Share the trail. Be considerate and aware of your impact on the trail and other trail users.
- Park in designated lots or parking areas near trailheads or trail access points.
- As a guideline, walkers, rollers, and hikers yield to horses, and mountain bikers yield to both hikers and equestrians.
- Users moving downhill should yield to the user moving uphill. If the trail is crowded, stay to the right and form a single line if walking with a friend or group.
- Minimize trail erosion by staying on the designated trail.
- Respect the rights of privacy of adjacent property owners.
- Use nearby toilet facilities.

Rules of the Trail

- Observe trail closure signs, posted rules, and hours.
- Observe posted dog and domesticated animal rules and clean up after your pet(s).
- Use available trash bins or pack out litter.
- Do not damage or remove vegetation.



Safety Tips for Enjoyable Walks

- Walk against traffic on roads with no sidewalks.
- Use crosswalks when available. Watch out for turning vehicles. Look in all directions before crossing at an intersection, and obey traffic signs and signals.
- Carry identification that includes your name, phone number, and pertinent medical information. Carry a cell phone if you have one.
- Stay alert and be observant of your surroundings. If you wear headphones, keep the sound low so you can hear what is going on around you.
- Do not leave valuables in your vehicle and lock the doors.
- Walk with a partner for fun, friendship, and safety.

Tips Take the Next Step

- Integrate fun, exercise, and trails into your errands. Incorporate trails into your shopping, commuting, and other daily activities. Download apps like WTA Trailblazer, All Trails, or Trailforks to help you plan.
- If you like to use certain walking trails, consider supporting the organizations that manage them. You can adopt a trail to assist with the upkeep and trail improvements, volunteer for work parties, or make a financial contribution. Organizations that work to maintain trails on this map include:
 - Friends of the Anacortes Community Forest Lands: www.friendsoftheacfl.org
 - Little Mountain Trail Corp, Mount Vernon Park Foundation: www.mvmp.org, little-mountain-trail-crow.org
 - Pacific Northwest Trail Association: www.pnwta.org
 - Skagit Land Trust: www.skagitlandtrust.org
 - Skagit Trail Builders: www.skagittrailbuilders.org
 - Washington Trails Association: www.wta.org
- If you want more trails for exercise and non-motorized transportation in your community, consider contacting the organizations that determine whether trails are created, extended, or improved. Make your desire known to county and city government officials, state agency officials, property owners, land managers, and others.

There are hundreds of other trails to walk and hike in Skagit County outside the urban areas. Find information about these trails in hiking books, on maps, from various government agencies, and on the Internet. Parking permits or entrance fees may be required at some locations. Here are a few good options for well-maintained and easy to use trails in Skagit County:

Barr Creek Conservation Area: Located at 54734 Conrad Road, Rockport. The Barr Creek Conservation Area contains numerous trails ranging from .24 to .63 miles one way.

North Cascades National Park, Sedro-Woolley, 360-854-7200

Blanchard Forest Block Trails: Blanchard and Chukanut Mountains. Department of Natural Resources, Northwest Region, 360-856-3500

Pacific Northwest Trail Association (PNT): Part of this diverse 1200 mile hiking and walking trail crosses Skagit County on roads and other trails. 360-854-9415

Marblemount Conservation Area: Three miles west of the town of Marblemount on Highway 20. Look for the private road labeled Ponder Roses on the river side of the road. Park at the gravel area just before the gate. Walk down the driveway behind the gate and take the first left. Pass a metal shed on your right & continue until you see the trail split. 1.06-mile loop trail; either direction will take you to the river.

Washington State Parks Information Center: Skagit County is home to Bay View, Rasar, Rockport, and Deception Pass State Parks. 360-755-9231

Wiley Slough –Skagit Wildlife Area: The land around Wiley Slough is used for hunting, bird watching and boat launching. Contact Washington State Department of Fish and Wildlife, North Puget Sound Region, 425-775-1311

Mount Baker Snoqualmie National Forest, Sedro-Woolley, 360-854-2553

1 WASHINGTON PARK
"Scenic Loop Road"
Anacortes Parks & Recreation

2 SHIP HARBOR INTERPRETIVE TRAIL
Anacortes Parks & Recreation

3 GUEMES CHANNEL TRAIL
Anacortes Parks & Recreation

4 SMILEY'S BOTTOM
Anacortes School District

5 GUEMES MOUNTAIN TRAIL
Skagit Land Trust

6 PEACH PRESERVE
Skagit Land Trust

7 ROTARY PARK
Anacortes Parks & Recreation

8 TOMMY THOMPSON
Anacortes Parks & Recreation

9 ANACORTES COMMUNITY FOREST LANDS
Anacortes Parks & Recreation

10 SHARPE PARK/MONTGOMERY
DUBAN HEADLANDS
Skagit County Parks & Recreation

11 PASS LAKE/John Tursi Trail
Washington State Parks/Skagit County Parks

12 KUKUTALI PRESERVE
Swinomish Indian Tribal Community

13 CHANNEL PASSAGE BOARDWALK
Town of La Conner

14 PIONEER PARK TRAILS
Town of La Conner

15 SAMISH ISLAND CONSERVATION AREA
Skagit Land Trust

16 PADILLA BAY UPLAND TRAIL
Padilla Bay Reserve

17 PADILLA BAY SHORE TRAIL
Skagit County Parks & Recreation

18 PORT OF SKAGIT NATURE TRAILS
Port of Skagit

19 POMONA GRANGE PARK
Skagit County Parks & Recreation

20 SQUIRES LAKE PARK
Skagit County Parks and Recreation

21 BURLINGTON-EDISON SCHOOL DISTRICT REGIONAL PLAYFIELDS
Burlington-Edison School District

22 HIGHWAY 20 TRAIL
Burlington Parks & Recreation/Skagit County Parks & Recreation

1 **WASHINGTON PARK**
Description: There are more than 20 walking and hiking trails over 220 acres in the park. The most popular walking route is the paved Scenic Loop Road. This single lane road is closed to traffic until 10 a.m. each morning. The road winds through forested areas with views of Rosario Strait, the San Juan Islands, Puget Sound, Burrows Channel, South Sound, Fidalgo Island and Mt. Erie.
Degree of difficulty: Easy
Length: 2.3 mile loop
Location: West end of Sunset Avenue (within Washington Park, near Sunset Beach)

2 **SHIP HARBOR INTERPRETIVE TRAIL**
Description: A gravel trail into the Ship Harbor Interpretive Preserve. Four shoreline viewing platforms with educational signage will help visitors understand the history of the site as well as local flora and fauna.
Degree of difficulty: Easy
Length: 0.5 miles out and back
Location: From Commercial Avenue (State Route 20 spur) follow 12th/Oakes Avenue; turn right at Ship Harbor Blvd and left on Edwards Way. Follow Edwards Way down the hill to the cul-de-sac.

3 **GUEMES CHANNEL TRAIL**
Description: Paved trail along the Guemes Channel with views of the San Juan Islands to the north and west. Trail heads approximately 1-mile to east along the shoreline.
Degree of difficulty: Easy to moderate
Length: 2.3 mile loop
Location: West end of Sunset Avenue (within Washington Park, near Sunset Beach)

4 **SMILEY'S BOTTOM**
Description: This former bog now holds a mixture of sports fields and wetland habitat. There is plenty to explore as you walk the entire basin. Head between the baseball outfield walks to get to the wild side. The trail follows the shore of the largest pond and then becomes a mowed pathway between deciduous forest and grassy meadows. In the winter the trail gets wet below the hillside on the south end. Look for ducks, herons, muskrats, and red winged blackbirds. Restrooms are available at Volunteer Park.
Degree of difficulty: Easy
Length: 1 mile
Location: West of Anacortes High School. Accessed at Volunteer Park, 1915 13th Street.

5 **GUEMES MOUNTAIN TRAIL**
Description: Visit Guemes Mountain Conservation Area by taking this hike through beautiful forest up to an open meadow and stunning views of the San Juan Islands, Mt. Baker and the Cascade foothills.
Degree of Difficulty: Moderate
Length: 1.2 miles one way
Location: Travel to Guemes Island via the Guemes Island Ferry from Anacortes. Once off the ferry, turn east (right) immediately on South Shore Road. Follow the road for 2.7 miles (stay on South Shore as it curves left at fork) to a small parking area on the right.

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Description: Visit Guemes Mountain Conservation Area by taking this hike through beautiful forest up to an open meadow and stunning views of the San Juan Islands, Mt. Baker and the Cascade foothills.
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Length: 4 miles
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Description: A walk along this paved trail provides views of Anacortes, the San Juan Islands, and several mountain peaks of the North Cascades. The trail starts at Cap Sante Marina and ends at a gazebo and picnic area.
Degree of difficulty: Easy
Length: 25 miles
Location: 701 T Avenue, Anacortes

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Description: A 12-foot wide asphalt pathway extends from 4th Street to 34th Street and continues out to March's Point over Fidalgo Bay on a former railroad trestle. The trail has a parking lot and restroom facility on 22nd Street, as well as parking lots at the Fidalgo Bay Resort and at the trail's intersection with 30th Street. Along the trail there are benches, and a lookout point with picnic tables.
Degree of difficulty: Easy
Length: 3.3 miles
Location: Trailheads: 22nd Street and R Avenue, 30th and U Avenue, Fidalgo Bay RV Park.

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Degree of difficulty: Easy to moderate
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Location: 14692 Rosario Road, south of Anacortes.

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Degree of difficulty: Easy
Length: 2.3 mile loop
Location: West end of Sunset Avenue (within Washington Park, near Sunset Beach)

2 **SHIP HARBOR INTERPRETIVE TRAIL**
Description: A gravel trail into the Ship Harbor Interpretive Preserve. Four shoreline viewing platforms with educational signage will help visitors understand the history of the site as well as local flora and fauna.
Degree of difficulty: Easy
Length: 0.5 miles out and back
Location: From Commercial Avenue (State Route 20 spur) follow 12th/Oakes Avenue; turn right at Ship Harbor Blvd and left on Edwards Way. Follow Edwards Way down the hill to the cul-de-sac.

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Degree of difficulty: Easy
Length: 1 mile
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Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	07/02/2026	Discussion	Jill Boudreau	(360) 416-7871

DISCUSSION

Washington State Department of Transportation (WSDOT) staff presented an upcoming update to critical urban and rural freight corridors statewide at a June 16 webinar. Updating these corridors is a key element of the [2026 Freight System Plan](#) that WSDOT is now preparing. A request was made for regional transportation planning organizations (RTPOs) and metropolitan planning organizations (MPOs), such as SCOG, to send proposed corridors to WSDOT by August 10. To compile and send proposed corridors to WSDOT by August 10, SCOG staff will work with Technical Advisory Committee members to identify potential corridors prior to the deadline.

Per WSDOT, these freight corridors are part of the National Highway Freight Network, which was created in part to direct federal resources from the National Highway Freight Program and INFRA grant program toward improved freight network performance.

The process for establishing freight corridors provides for an allocation to each MPO and RTPO. Under this process, SCOG has a regional mileage target of up to 7 additional miles for rural areas. No additional mileage is provided for urban areas, which only applies to public roadways within the Highway Urbanized Area surrounding Mount Vernon, Burlington and Sedro-Woolley. New mileage can be proposed in this urbanized area, but designation would rely in part on other areas being de-designated as there is currently no additional urban mileage available statewide under this program. MPOs and RTPOs are encouraged by WSDOT to review existing urban and rural areas designated under this program in 2022, and propose de-designating public roadways where associated projects are either complete or no longer advancing. De-designating urban mileage consistent with WSDOT guidance would allow for other facilities to potentially be designated as mileage is freed up statewide. De-designating mileage does not guarantee that SCOG would receive equivalent mileage to designate for public roadway segments, but WSDOT staff confirmed that MPOs that propose de-designating urban mileage would be prioritized for new urban mileage available, if any.

WSDOT has provided a submission form for MPOs and RTPOs to submit proposed critical freight corridors, including information pertinent to each corridor. Instructions have been provided as well.

NEXT STEPS

SCOG staff will follow up with Technical Advisory Committee members interested in designating critical urban and rural freight corridors. SCOG staff expects to submit information to WSDOT in early August after coordination with interested jurisdictions.

Please come to the July 2 Technical Advisory Committee meeting prepared to discuss any critical freight corridors your jurisdiction may be interested in having designated.

2026 WSDOT Freight System Plan - Freight Investment Plan

CUFC/CRFC Corridor Update Instructions

1. Purpose

WSDOT is updating the State Freight Investment Plan (FIP), which identifies how the state plans to use National Highway Freight Program (NHFP) funds. At the same time, WSDOT is updating **Critical Urban Freight Corridor (CUFC) and Critical Rural Freight Corridor (CRFC)** designations on the National Highway Freight Network (NHFN) to help position projects for NHFP and other federal freight funding opportunities, including INFRA. **This designation of CRFCs and CUFCs will update Washington’s National Highway Freight Network, allowing use of National Highway Freight Program (NHFP) formula funds and INFRA grant programs for eligible freight projects.**

These instructions explain what MPOs and RTPOs are being asked to review and submit in support of the corridor update.

2. Background and Designation Approach

The 2021 Bipartisan Infrastructure Law (BIL) has allocated 150 miles to Washington State for the designation of CUFCs and 300 miles for the designation of CRFCs. The Puget Sound Regional Council (PSRC) is responsible for designating CUFC mileage in its urbanized area, and WSDOT is responsible for designating CUFC mileage for non-PSRC areas and CRFC mileage across the state.

In 2022, WSDOT designated CUFC and CRFC corridors in coordination with MPOs/RTPOs using a two-step approach:

1. First, allocate needed miles to local freight projects submitted for FFY 2022-2025 NHFP funding consideration to ensure they meet program eligibility requirements;
2. Second, seek proposed corridors from MPO/RTPOs to distribute the remaining mileage balance across MPOs and RTPOs across the state.

As a result, 150 miles of CUFC were fully used, while about 124 miles of CRFC mileage remained available for new designation. For the 2026 update, WSDOT is again taking a project-based approach tied to federal funding eligibility and project readiness. The approach will make changes to existing designations to accommodate new freight projects seeking federal funding (e.g., NHFP, INFRA, or similar programs). WSDOT will apply the following approach to guide the 2026 corridor update:

1. New CUFC and CRFC segments will be designated for projects selected to receive FFY 2027-2032 NHFP funding but not currently on NHFN network;
2. Since the CUFC mileage cap has been reached, any new CUFC designations must come from de-designation of existing CUFC segments;
3. Remaining CRFC mileage will be first prioritized for rural segments linked to selected NHFP projects, and then distributed equally among MPO/RTPOs for additional corridor designations to support projects expected to pursue federal freight funding opportunities over the next four years.

3. What WSDOT is asking for

MPOs:

MPOs are asked to review existing CUFC segments in their region and identify:

- **Existing CUFC segments for de-designation:** existing segments where the associated project is either complete, or no longer advancing or seeking funding
- **Proposed CUFC segments for new designation:** segments associated with projects expected to pursue federal freight funding opportunities (INFRA or similar program) in the next four years. *This is not guaranteed and will depend upon how many miles can be freed up through CUFC de-designation proposed by MPOs.*

MPOs and RTPOs:

MPOs and RTPOs are asked to review existing CRFC segments in their region and identify:

- **Existing segments for de-designation:** existing CRFC segments where the associated project is either complete, or no longer advancing or seeking funding
- **Proposed segments for new designation:** propose new CRFC segments associated with projects that are expected to pursue federal freight funding opportunities (INFRA or similar program) in the next four years. *Each MPO/RTPO may propose up to 7 miles of new CRFC segments.*

4. Coordination and Submission

MPOs and RTPOs are strongly encouraged to coordinate with member jurisdictions, including cities, counties, ports, and tribes, when developing proposed corridor changes. WSDOT will hold a technical webinar on June 16th, 9-10 AM to walk through the approach, explain the request, and answer questions.

Please submit completed Excel form and supporting corridor maps to the WSDOT Rail, Freight and Ports Division at Wenjuan.Zhao@wsdot.wa.gov by **August 10th**. Questions may be directed to Wenjuan Zhao at Wenjuan.Zhao@wsdot.wa.gov or 360-705-6990. WSDOT will submit the updated corridor designation to FHWA as part of the 2026 State Freight Plan by late September for review and approval. The final plan will be released by the end of November.

5. Guidelines for corridor update

Key considerations for new corridor designation:

Proposed new CUFC/CRFC segments should:

- **Support projects planning to pursue federal freight funding opportunities** (e.g., NHFP, INFRA, or similar programs) within approximately the next four years,
- Be on public roadways and have a connection to freight transportation through at least one of the following:
 - Located on the existing Freight and Goods Transportation System (FGTS).
 - Providing a connection to major freight facilities (see facility types listed under items 17 and 18 in the Excel submission form, tab 3).
 - Demonstrating importance to regional or statewide freight movement with supporting, verifiable data.

Location and definitions

- CUFCs must be public roadways within the boundaries of Highway Urbanized Areas (HUAs).
- CRFCs must be public roadways outside the boundaries of any HUA.
- If a corridor crosses a HUA boundary, it must be split into two segments (CUFC and CRFC).

Interaction with PHFS and Interstates

Do not propose new CUFC/CRFC segments on the Primary Highway Freight System (PHFS) or Interstates, including connecting ramps. PHFS and Interstates are FHWA-designated elements of the NHFN and do not require additional CUFC/CRFC designation.

Maps and data

The WSDOT Freight Transportation System map application can be used to view HUA boundaries, existing CUFC/CRFC designations, and PHFS routes. The map is available here: [WSDOT - Washington State Freight Transportation System Web App](#) and instructions on its use can be found in Section 8 of this instruction sheet.

A detailed list of existing CUFC/CRFC segments is also provided with this request.

6. Attachments and forms

The following materials are attached to support your review and submittal:

- CUFC/CRFC corridor update submission form – The application form consists of three sheets: (1) a sheet that summarizes all submitted corridors, and (2) a second sheet for providing details about existing CUFC/CRFC segments proposed for de-designation and (3) a third sheet to provide detailed information for proposed CUFC/CRFC segments for new designation.
- Current corridor lists – existing 2022 CUFC/CRFC designation by MPO and RTPO.

Please use the Excel form to identify corridor changes. One row or column should be completed for each segment proposed for designation or de-designation.

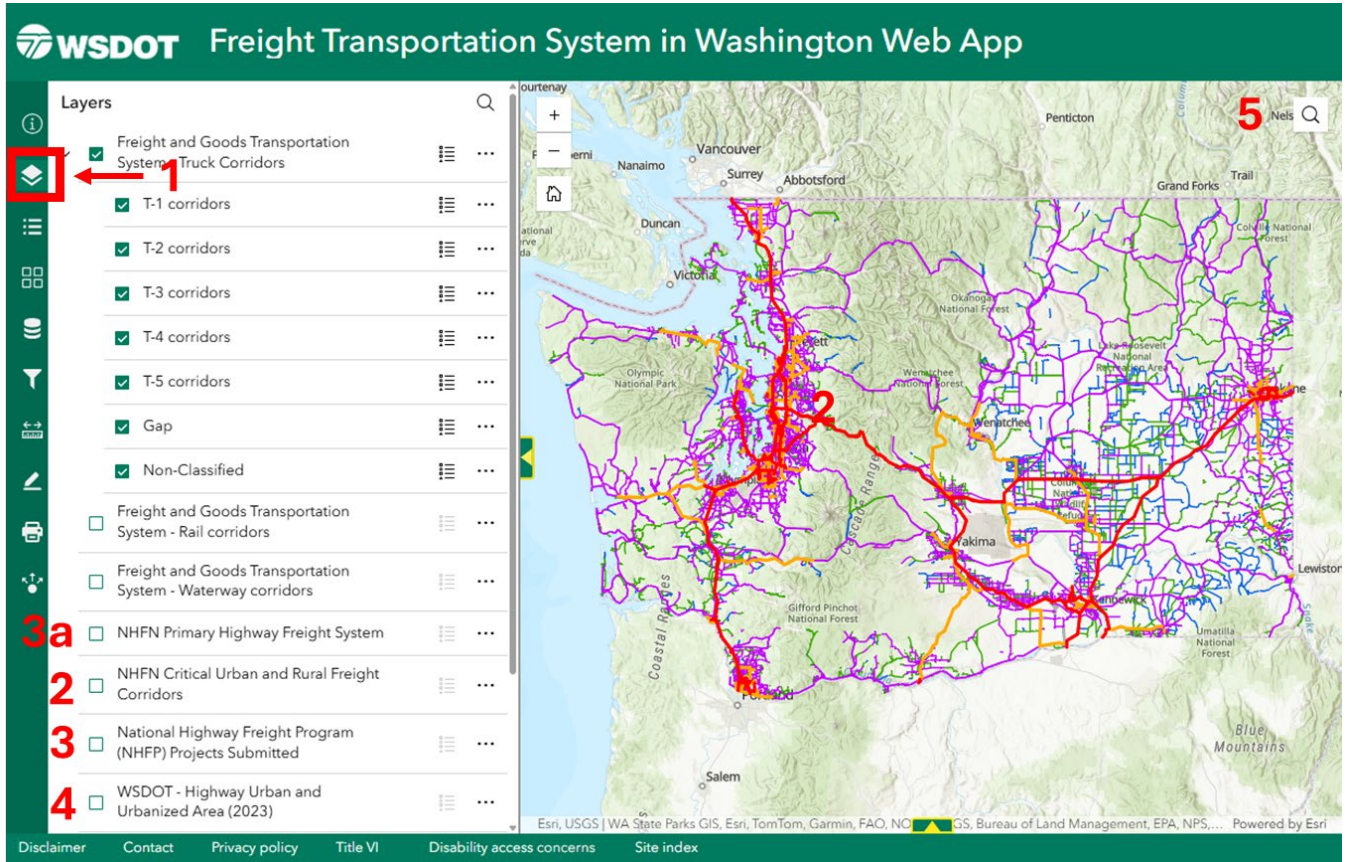
7. How to complete the Excel form

For each proposed de-designation or new designation, please provide the information requested in the workbook, such as:

- Route name or facility name.
- Begin and end points.
- Segment length.
- Urban or rural classification.
- Associated project name.
- Funding program or anticipated federal funding opportunity.
- Reason for designation/de-designation.

The purpose of the form is to link proposed corridor changes to specific projects or anticipated funding pursuits within the next four years.

8. Using the Freight Transportation System in Washington Web App



Below are instructions on how to navigate the [Washington State Freight Transportation System Web App](#). Numbers correspond to steps on the image above.

1. By default, only the **Freight and Goods Transportation System** layer is turned on. You will need to open the layers panel to turn on other map layers.

Which layers to use:

2. Use **NHFN Critical Urban and Rural Freight Corridors** layer to review the locations of existing 2022 designations. Click on the segment to open the pop-up window for corridor details.
 - Please consider the need and status of projects associated with an existing CUFC/CRFC segment when determining whether to propose de-designation. If a NHFP project submitted for FFY 2027-2032 funding consideration is on one of the existing CUFC/CRFC segments, then that designation should be retained, and you should not propose to de-designate that segment.
3. Use the **National Highway Freight Program (NHFP) Projects Submitted** layer to see all of the NHFP projects that were submitted from your region and verify if they are on one of the following existing networks:
 - a. Use the **NHFN Primary Highway Freight System (PHFS)** layer to see road segments that are already designated on the PHFS system.
 - b. Use the **NHFN Critical Urban and Rural Freight Corridors** layer to see road segments that are already designated on the CUFC/CRFC system.
 - c. Click on the project location to open the pop-up window, which includes details on whether it is on any one of the two NHFN components or not.
4. Use the **WSDOT-Highway Urban and Urbanized Area (2023)** layer to determine the classification of a proposed new segment.
 - a. CUFCs must be public roadways within the boundaries of Highway Urbanized Areas (HUAs).
 - b. CRFCs must be public roadways outside the boundaries of any HUA.
5. To see a specific location, you can use the search button at the top of the page to zoom to a specific address or place.

2026 OBLIGATION AUTHORITY PLAN

The following projects¹ had until **March 1, 2026** to obligate federal funding. If project funds did not obligate by March 1, 2026, they would have been deprogrammed by deletion from the RTIP by SCOG staff. No projects were deprogrammed.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
(None)	N/A	N/A	N/A	N/A	N/A

The following project must obligate federal funding before **August 1, 2026**, or it will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
SCOG	SCOG Administration	SCOG Admin	PL	(Not Yet)	\$343,891

TOTAL EXPECTED STBG-TA-CR OBLIGATIONS²: \$972,080
OBLIGATION AUTHORITY TARGET: \$381,616

¹ Skagit Transit’s Sedro-Woolley Park & Ride Operator Breakroom & Rider Shelter Design project removed from 2026 Obligation Authority Plan due to STBG fiscal-constraint limitation in 2026. Project should be reprogrammed in 2027 Obligation Authority Plan.

² Includes a total of \$628,189 STBG-TA-CR obligations and deobligations authorized by FHWA from October 1, 2025 – May 31, 2026. Includes any Extensions and Appeals that have obligated funding.

Extensions

The following projects have been granted an extension to obligate federal funding by **December 31, 2026**. These projects will be deprogrammed with expiration of the 2026–2031 RTIP in January 2027.

To be granted an extension, any extension request must have been received by SCOG no later than **February 25, 2026**. A project phase may only be granted one extension.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
City of Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	WA-15134	CN	(Not Yet)	\$275,000
Skagit Transit	Skagit Station Fire Alarm System Replacement	WA-16433	ALL	✓	\$33,211
Skagit Transit	Skagit Station Parking Lot Asphalt Maintenance	WA-16434	ALL	✓	\$50,268
City of Sedro-Woolley	John Liner Road Arterial Improvements	SW59	PE	✓	\$173,598

TOTAL STBG-TA-CR EXTENSIONS: \$532,077

Appeals³

The Transportation Policy Board approved an appeal to reprogram a project phase in the 2026–2031 RTIP. The following project phase must obligate federal funding by **December 31, 2026**. This project will be deprogrammed with expiration of the 2026–2031 RTIP in January 2027.

A project phase may only be appealed once to the Transportation Policy Board.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
(None)	N/A	N/A	N/A	N/A	N/A

TOTAL STBG-TA-CR APPEALS: \$0

³ Two appeals were approved by the Transportation Policy Board on January 21, 2026. However, both project phases were reprogrammed to future years so do not appear as Appeals on the 2026 Obligation Authority Plan as they do not need to obligate federal funding by December 31, 2026.