



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** January 15, 2026

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The attached materials include:

- Steering Committee Actions
- Announcements and Updates



National Capital Region  
**Transportation Planning Board**

**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions  
**DATE:** January 15, 2026

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At its meeting on Friday, January 9 the TPB Steering Committee reviewed the January 21 TPB agenda. There were no other action items this month.

**TPB Steering Committee Attendance – January 9, 2026**  
(only voting members and alternates listed)

TPB Chair/MD Rep.:	Neil Harris
TPB Vice Chair/DC Rep.:	Matthew Frumin
TPB Vice Chair/VA Rep.:	Canek Aguirre
Tech. Committee Chair:	Dan Malouff
DDOT:	Mark Rawlings
MDOT:	
VDOT:	Leo Pineda
	Regina Moore
WMATA:	Mark Phillips
Previous TPB Chair:	Walter Alcorn



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** January 15, 2026

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The attached documents provide updates on activities that are not included as separate items on the TPB agenda.

# 2025

## ANNUAL REPORT

### TRANSPORTATION PLANNING BOARD



National Capital Region  
**Transportation Planning Board**

# MESSAGE FROM OUR CHAIR

# 2025 ANNUAL REPORT

Dear TPB members and residents from across the region,

This year has been filled with plans, initiatives, data, and transportation projects that will continue to shape our region's transportation system. What I have seen accomplished at the TPB is no small feat. It took a village—in this case the U.S. Department of Transportation, the DC, Maryland, and Virginia Departments of Transportation, transportation agencies, and elected leaders—to coordinate and collaborate for three and a half years to bring the Visualize 2050 plan to life.

This annual report isn't like any report. Of course, it delves into the year in review, but it also highlights the data and inputs that go into writing the metropolitan transportation plan, Visualize 2050, a federally mandated document that outlines the region's planned transportation investments through 2050 to secure better travel experiences for everyone. In this report, you will read how data collection, analysis, stakeholder input, and studies have informed the Visualize 2050 plan.

This annual report also looks ahead to 2026 as we seek to tackle regional challenges to our transportation system, including aging infrastructure, congestion, land use, extreme weather events, and funding shortfalls. Recognizing these realities, the TPB is working with its partners to hone tools and mechanisms to think regionally and act locally, ensuring that regional strategies translate into meaningful local action.

Let's keep planning together for a better transportation future!



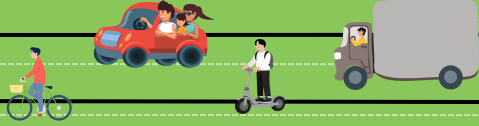
Warm regards,  
Walter Alcorn  
2025 TPB Chair





# TRANSPORTATION PLANNING

# 2025 ANNUAL REPORT



The National Capital Region Transportation Planning Board is the federally designated metropolitan planning organization that develops regional transportation plans through a continuing, cooperative, and comprehensive transportation planning process.

## 2025 Milestones



### VISUALIZE 2050

The Board passed the Metropolitan Transportation Plan, approving a total of \$297 billion in future investments in projects and programs.



In 2025, the TPB pledged to US DOT Allies in Action to increase roadway safety, investing \$480,000 in technical assistance to six local projects to improve roadway safety across the DC region.



TPB staff supported the joint COG and WMATA initiative to create a unified regional transit vision. The final plan calls for \$460 million in new annual capital funding by FY2029 to modernize Metro and actions to create a more seamless network among the region's 14 transit operators.



Launched in March 2025, CommuterCash is a cash rewards app that incentivizes eco-friendly commuting. Over 1,750 participants have logged 86,000 trips in the app.

### Fiscal Year 2026-2029 Transportation Improvement Program

The Transportation Improvement Program (TIP) is the region's roadmap for funding transportation, including 330 projects and a total of \$17.91 billion in planned financial obligations over the next four years.





### Transportation Alternatives Set-Aside Program (TAP)

TPB awarded approximately \$2.9 million in federal TAP funding for two construction and two design projects in the District of Columbia. In addition, Maryland received \$333,005 in TAP funding.



### Transportation Land-Use Connections Program and Regional Roadway Safety Program

TPB awarded a total of \$760,000 to nine DC area planning or engineering projects, which promote walking, biking, and roadway safety.



### Transit Within Reach Program

TPB awarded \$250,000 in federal funding to support design and preliminary engineering of projects that help improve bike and walk connections to existing high-capacity transit stations.



## Campaign Spotlight



### Street Smart Safety Campaign

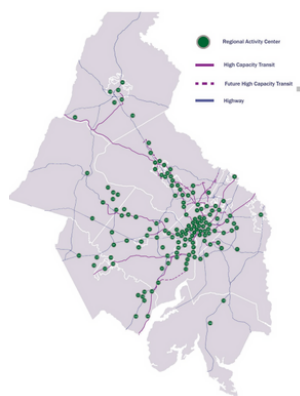
The Street Smart Safety campaign educates drivers and commuters through memorable interactive exhibits, grassroots outreach, transit ads, and digital engagement. In the spring of 2025, the campaign partnered with law enforcement to increase awareness and compliance with traffic safety laws.



### Bike to Work Day

TPB in partnership with the Washington Area Bicyclist Association, celebrates Bike to Work Day with 100 pit stops and more than 10,000 registrants signing up every year.





### Cooperative Forecasting Program

The TPB has worked with COG to ensure that the Round 10.0 Cooperative Forecast and Round 10.0 Regional Activity Centers Map reflect accurate and coordinated regional growth trends. The centers, shown in the photo, serve as an important planning tool for transportation agencies and local governments to plan for future growth.

#### **Fast Fact**

There are 145 activity centers in the region. The projected population growth rate for these activity centers from 2020 to 2050 is 53% and an employment growth rate of 35% over the same period.



### Regional Travel Survey

At the forefront of the data and research work the TPB does, is the Regional Travel Survey, conducted since 1968. It captures detailed information on daily travel patterns—trip purposes, modes, and demographics. In 2025, the launch of initial work on this significant project began, setting a strong foundation for the survey, which is scheduled for fielding in CY 2026.

#### **Fast Fact**

The survey will be conducted every 4–5 years instead of every 10 years, ensuring fresher insights. It is the primary source of observed data for the regional travel model, informing both travel forecasting and air quality conformity across the region.



### Travel Forecasting

The TPB Travel Demand Forecasting Model is used to predict where, when, and how people will travel in our region. The principal inputs to the travel model are land use forecasts (e.g., Round 10.0 Cooperative Forecasts), transportation networks, and policy assumptions.

#### **Fast Fact**

Between now and 2050, it is predicted that there will be a 21% increase in population, but only a 15% increase in total miles driven. This means the total miles driven per capita are expected to drop by 5%. For work trips, transit mode share is forecast to rise slightly, from 24% today to 25% in 2050.

## Air Quality Monitoring

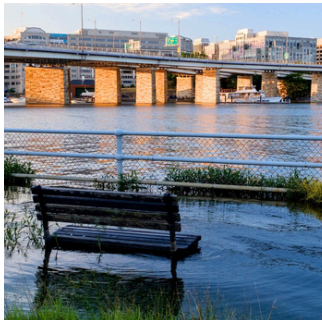


Since the region is in non-attainment for ozone pollution, the TPB is required to forecast the region's air pollution from motor vehicles and must show that those emissions are within budgets. This process is known as air quality conformity.

### Fast Fact

Good news: The TPB's analysis demonstrates that the transportation projects in Visualize 2050 and the FY 2026–2029 TIP result in mobile emissions below the budget for ground-level ozone. Air quality monitors located throughout the region indicate ozone levels dropping from over 100 parts per billion (ppb) to below 70 ppb, even as travel has increased—evidence that federal, state, and local policies are working.

## Resilience Planning



The TPB continues to work to strengthen the region's transportation system against flooding and impacts of severe weather. The TPB's flood analysis uses Fathom US Flood Map data to better understand transportation assets vulnerable to inland flooding compared to using FEMA maps alone.

### Fast Fact

The Fathom model identified 25% more road and highway miles, 7% more bus stops, 13% more rail stops, and 25% more rail line miles at risk of flooding than previously identified.

## Product Spotlight



### Visualize 2050: Future Transportation System

The TPB created an interactive map to show how the region's transportation system is expected to look by 2050. With new additions such as the Purple Line and the Long Bridge, many projects will help close existing network gaps and expand system capacity.

[Link to view the Future Transportation System Map](#)



### Highway Asset Performance Dashboard

A huge part of TPB's work is assessing the conditions of highway assets like pavement and bridges, to ensure that they are in a state of good repair. According to TPB's dashboard, there are 6,312.7 pavement lane miles in our region and a total of 1,460 bridges with 598 good bridges, 849 fair bridges and 13 poor bridges.

[Link to view the dashboard](#)

# LOOKING FORWARD TO 2026

# 2025 ANNUAL REPORT



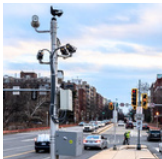
Looking forward, the region is growing and changing as well as the transportation tools, plans, and systems that are being continually upgraded to ensure that regional stakeholders make evidence-based decisions. From coordinating regional transportation initiatives to upgrading TPB's travel demand model, this is a brief look at what's to come in 2026.



The TPB is standing up a new subcommittee called the Mobility Analytics Subcommittee, which will highlight regional travel trends and develop products to share metrics to help inform policy-makers.



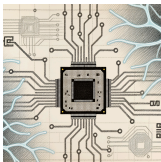
The TPB is preparing for the Community Leadership Institute in 2026. The Institute helps community leaders learn about the transportation planning issues facing the metropolitan Washington region.



The TPB's safety work continues with the release of a regional inventory of safety strategies being deployed around the region, including an examination of the effectiveness of automated traffic enforcement.



The TPB is lead coordinator for implementation of the Regional Transit Integration Action Plan. The plan is focused on helping the region's transit operators create a more seamless network.



Pending final tests, a new activity-based travel model called the Gen3 Model, is planned to be put into production use by spring 2026. TPB staff plan to use the new model to forecast travel demand, which will provide information to decision-makers when planning new transportation projects.

[Link to learn more about Visualize 2050.](#)

# THANK YOU TO OUR BOARD MEMBERS



# 2025 ANNUAL REPORT

## 2025 Transportation Planning Board Members

### Officers

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DC Office of Planning

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Denise Mitchell  
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City of Frederick

Thomas Peterson  
City of Fairfax

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Virginia House of Delegates

Tammy Stidham  
National Park Service

### About the TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the District of Columbia, Maryland, and Virginia, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

The preparation of this report was conducted as part of federal metropolitan transportation planning activities with federal funds from Federal Highway Administration; Federal Transit Administration; and matching funds from the District of Columbia Department of Transportation (DOT); Maryland DOT; Virginia DOT; the Virginia Department of Rail and Public Transportation; as well as matching funds from local governments in the TPB planning area.

### ACCOMMODATIONS POLICY

Alternative formats of this document are available upon request. Visit [www.mwcog.org/accommodations](http://www.mwcog.org/accommodations) or call (202) 962-3300 or (202) 962-3213 (TDD)



National Capital Region  
**Transportation Planning Board**

**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** TPB, Technical Committee and Steering Committee Dates for Calendar Year 2026  
**DATE:** January 15, 2026

The Transportation Planning Board (TPB), TPB Technical Committee and TPB Steering Committee meeting dates for calendar year 2026 are found below. As permitted in the TPB Bylaws, up to 3 meetings can be scheduled in an all-virtual manner, and these meetings are also identified below (February, April, September). Please note that meetings identified as In-person meetings will be primarily In-person and members would be able to participate virtually to accommodate any special needs of the members. Consistent with the TPB Bylaws, members seeking such accommodations should reply to the monthly survey monkey link and notify staff ahead of time (no later than the Monday before the meeting).

Please note that during the months highlighted in the table below, TPB meetings will be held at the National Association of Counties (NACO) offices across the street from the COG building: 660 North Capitol Street, NW Suite 400 Washington, DC 20001.

	<b>TPB Technical Committee</b>	<b>TPB Steering Committee</b>	<b>Transportation Planning Board</b>	<b>TPB Meeting Format</b>
	<b>1<sup>st</sup> Friday at 9 AM</b>	<b>1<sup>st</sup> Friday at 12:15 PM</b>	<b>3<sup>rd</sup> Wednesday at 12 Noon</b>	
January	9* One week later due to 2025 Dec holidays	9* One week later due to 2025 Dec holidays	21* One week later due to 2025 Dec holidays	IN PERSON
February	6	6	18	VIRTUAL
March	6	6	18	IN PERSON
April	3	3	15	VIRTUAL
May	1	1	20	IN PERSON
June	5	5	17	IN PERSON
July	1**	1**	15	IN PERSON
August	No meetings	No meetings	No meetings	No meetings
September	4	4	16	VIRTUAL
October	2	2	21	IN PERSON
November	6	6	18	IN PERSON
December	4	4	16	IN PERSON

\* Due to the 2025 December Holidays, meetings will occur one week later

\*\*This is a Wednesday and is to avoid Independence Day Friday (July 4)

\*\*\* TPB meetings will be held at NACO in January, February, March, May, and June





## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Victoria Caudullo, TPB Transportation Planner  
**SUBJECT:** Solicitation for Applications: Transportation Land Use Connections Program and Regional Roadway Program  
**DATE:** January 15, 2026

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The Transportation Land-Use Connections (TLC) Program and Regional Roadway Safety Program (RRSP) provide short-term consultant services to local jurisdictions for small planning or engineering projects that promote mixed-use, walkable communities, support a variety of transportation alternatives, or aim to improve transportation safety. The application period for the TPB's TLC and RRSP programs will open on January 2, 2026. The deadline for optional abstracts is January 21 and the deadline for applications is February 27. Any TPB member jurisdiction or agency that is a member of the Transportation Planning Board is eligible to apply.

The TLC program was established in 2007 and has funded 191 projects, totaling over \$9 million in local technical assistance. The RRSP program was established in 2020 and has funded 28 projects, totaling over \$1.78 million in local technical assistance. For both programs, planning projects are eligible for up to \$80,000 in technical assistance and design or preliminary engineering projects are eligible for up to \$100,000 in technical assistance.

## PROGRAM OVERVIEW

The TLC and RRSP programs fund planning, design, and preliminary engineering projects. The TLC program aims to promote mixed-use, walkable communities and support a variety of transportation alternatives. The RRSP program aims to improve road user behavior, identify and design safety countermeasures, understand safety data, and encourage cross-jurisdictional safety improvements.

Local governments that are members of the TPB are eligible to apply. Services are provided by consultants on a short-term basis— typically 8 months. Project categories may include (but are not limited to):

- Corridor and transit station planning
- Bicycle and pedestrian safety and access studies
- Housing and economic development studies
- Streetscape improvement plans
- Design guidelines and roadway standards
- Trail planning and design
- Safe Routes to School planning and design
- Transit-oriented development studies
- Transit demand and feasibility analysis

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS



- Safety studies
- Lighting and signage improvements
- Cost estimates of improvements

These programs complement the Transit Within Reach (TWR) Program, which also funds technical assistance for local governments throughout the region. But unlike TLC and RRSP, the TWR Program only funds design or preliminary engineering projects that aim to improve walking or biking access to transit.

## APPLICATION PROCESS

Any TPB member jurisdiction or agency that is a member of the Transportation Planning Board is eligible to apply. This solicitation is conducted every year. Up to \$80,000 will be available for planning projects and up to \$100,000 will be available for design or preliminary engineering projects. Recipients will receive this funding via short-term consultant services.

The upcoming application period will open on January 2, 2026 and will close on February 27, 2026. There is an optional abstract submission deadline of January 21, 2026. Applicants are welcomed to submit abstracts to the TPB for feedback on their project scopes and goals.

The selection panel for TLC will include TPB staff as well as professionals in the DC region with multimodal expertise. The selection panel for RRSP will include TPB staff as well as staff from VDOT, MDOT, and DDOT. TPB staff will ask state and regional agencies to comment on the applications. The TPB is scheduled to approve projects for funding in May 2026.

## SCHEDULE

- Application period opens: January 2, 2026
- Optional abstract submission deadline: January 21, 2026
- Applications due: February 27, 2026
- Selection panel review and recommendations: April-May 2026
- TPB approves projects: May 2026
- Task Orders developed for projects: June 2026 to August 2026
- Project kickoff meetings: October 2026
- Project completion: June 2027

## FUNDING PRIORITIES

TLC and RRSP applications will be scored according to eligibility criteria listed in the application. TLC projects will receive higher scores for aligning with one or more of the following priorities:

- **Multimodal transportation options:** Applications that expand transportation options, which can include bicycle and pedestrian facilities, access and safety improvements for transit stops/stations, streetcars, bus rapid transit and other transit alternatives, intermodal facilities, Complete Streets improvements, Safe Routes to School, transit service optimization, or freight planning are encouraged.
- **Land-use enhancements in Activity Centers:** Applications that support development in one or more of the region's 141 activity centers are encouraged. Regional activity centers are defined as places where jobs and housing are concentrated and where it is easy to walk,

bike, or take transit. Projects that support this criterion may promote housing, education, training, and/or employment in activity centers. Priority will be given to projects that support development of affordable housing.

- **Access to high-capacity transit and, in particular, in Transit Access Focus Areas (TAFAs):** Applications that improve pedestrian and bicycle access in high-capacity transit station areas, and in particular, in Transit Access Focus Areas are encouraged. Nearly 300 high-capacity transit stations are anticipated in the region by 2045. The TAFAs are a subset of that list. The TAFAs comprise 49 high-capacity station areas that the TPB has prioritized as opportune locations for improving ped/bike access.
- **Completion of the National Capital Trail Network:** Applications that support connections to and completion of the National Capital Trail Network, which is a regional trail network that the TPB approved in 2020, are encouraged.
- **Low income areas:** Applications that are located in census tracts where the concentration of low-income individuals is 1.5 times the federal poverty level per American Community Survey (2019-2023) are encouraged.

RRSP projects will receive higher scores for aligning with one or more of the following priorities:

- **Improving Road User Behavior:** Applications that increase seat belt use among motor vehicle occupants; reduces unsafe vehicle speeds; reduces impaired and distracted driving, and/or generally encourages safer road user behavior are encouraged.
- **Identifying and Designing Appropriate Safety Countermeasures:** Applications that identify and design appropriate safety countermeasures such as those outlined in [TPB Resolution R3-2021](#) or other evidence-based countermeasures are encouraged.
- **Understanding Safety Data:** Applications that analyze crash data to better understand jurisdictional- or community-level roadway safety issues and identify behavioral or infrastructure countermeasures to address them are encouraged.
- **Cross-Jurisdictional / Multi-Agency Safety Improvements:** Applications that feature cross jurisdictional and/or multi-agency cooperation to improve safety within a jurisdiction or in areas that straddle jurisdictional boundaries are encouraged.
- **Low income areas:** Applications that are located in census tracts where the concentration of low-income individuals is 1.5 times the federal poverty level per American Community Survey (2019-2023) are encouraged.

## FOR MORE INFORMATION

The Transportation Land Use Connections (TLC) and Regional Roadway Safety Program (RRSP) abstract form and application will be available on January 2, 2026 at:  
<https://www.mwcog.org/transportation/planning-areas/land-use-coordination/tlc-program/> and  
<https://www.mwcog.org/transportation/planning-areas/management-operations-and-safety/roadway-safety/regional-safety-program/>

For more information, contact

- Victoria Caudullo, [vcaudullo@mwkog.org](mailto:vcaudullo@mwkog.org)





## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Tom Harrington, Multimodal Planning Program Director  
**SUBJECT:** FHWA RFI on American Legion Bridge  
**DATE:** January 15, 2025

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This memorandum provides a brief summary of the [Request for Information \(RFI\) on Expediting Delivery of the American Legion Memorial Bridge](#) released by the Federal Highway Administration (FHWA) on December 11, 2025. The intent of the RFI is to gather feedback from the public and industry on the impacts of congestion in the corridor and on innovative methods “to ensure cost-effective and efficient reconstruction of the American Legion Memorial Bridge (the Bridge) connecting Montgomery County, Maryland and Fairfax County, Virginia and the Interstate 495 (I-495) & Interstate 270 (I-270) Managed Lane Project.”

The American Legion Memorial Bridge, carrying the northern portion of the I-495 Beltway across the Potomac River, is a critical regional link connecting Maryland and Virginia for passenger travel and goods movement. The Bridge opened in 1962 and was expanded to its current configuration in 1992. While currently in fair condition, the condition of the Bridge is deteriorating and will require significant rehabilitation work or replacement in the next several years.

The Bridge and I-495 segment to the I-270 spur has frequently been identified as one of the worst traffic bottlenecks in the region and in the country. The proposal to reconstruct and add managed lanes to the Bridge as well as to sections of I-495 and I-270 was highlighted in November 2019 when the two states agreed to partner on advancing the improvements. Since that time, the Express Lanes extension in Virginia between Tysons and the Bridge has been completed. The project to extend the Express Lanes into Maryland to I-270 is in the Visualize 2050 regional transportation plan with a planned completion year of 2035.

The federal RFI includes a series of questions to gather information on “how best to advance bridge reconstruction” and notes that it will share the submitted information with the Maryland Department of Transportation (MDOT), the owner of the Bridge, for consideration. FHWA states that the information will be used to:

- Obtain information and data to better understand the congestion-related impacts across the spectrum of the traveling public and residents.
- Collect statements of interest and capabilities from qualified industry partners capable of addressing these issues.
- Learn more about potential designs or business proposals which would address the issue.
- Solicit feedback on the public’s interest in the use of private-sector partnerships and support.
- Gather cost and timeline information associated with these solutions.

The northern segment of I-495 and the Bridge are crucial to the regional transportation system. Actions to address the mobility and safety needs in the corridor should be consistent with the TPB’s goals and priority strategies. Responses to the RFI are due by February 9, 2026.



Just Added



## CHARGING AHEAD: RELIABLE, ACCESSIBLE, AND EQUITABLE EV CHARGING (Link to register)

📍 Walter E. Washington Convention Center, Room 101

📅 Jan 22 from 2pm to 5pm EST

### Overview

Join regional leaders, industry experts, and community advocates for an in-depth exploration of the future of electric vehicle (EV) charging

### CHARGING AHEAD: RELIABLE, ACCESSIBLE, AND EQUITABLE EV CHARGING

Join regional leaders, industry experts, and community advocates for an in-depth exploration of the future of electric vehicle (EV) charging in Metropolitan Washington. This event will focus on building a reliable and accessible charging network, with updates regarding the NEVI and state/local initiatives across DC, Maryland, and Virginia.

[Show less](#)

**Category:** Science & Tech, High Tech

### Good to know

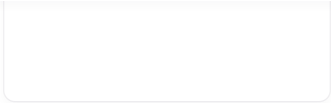
#### Highlights

🕒 3 hours

Free

Jan 22 · 2:00 PM EST

[Reserve a spot](#)



Location

Walter E. Washington Convention Center, Room 101  
801 Allen Y. Lew Place NW  
Washington, DC 20001

Show map

How do you want to get there?

-  Driving
-  Public transport
-  Biking
-  Walking

Organized by



Contact organizer

Free  
Jan 22 · 2:00 PM EST