

DOT ADVISORY COMMITTEE ON HUMAN TRAFFICKING

SUMMARY OF MEETING

DECEMBER 13, 2023

The Department of Transportation Advisory Committee on Human Trafficking (ACHT) convened its second meeting at 10:00 a.m. on December 13, 2023, at the U.S. Department of Transportation (DOT) Headquarters in Washington, DC, as well as virtually via Zoom. In accordance with the provisions of the Federal Advisory Committee Act, the meeting was announced in advance via a Federal Register Notice and was open to the public.

COMMITTEE MEMBERS IN ATTENDANCE

Chair: Rabbi David Saperstein, Director Emeritus and Senior Advisor for Policy and Strategy, Religious Action Center on Reform Judaism

Vice Chair: Esther Goetsch, Executive Director, Truckers Against Trafficking
Earlyne Alexander, Supplier Diversity Compliance Manager, Port Authority of NJ & NJ
Samuel Cho, Commissioner, Port of Seattle

Casey French, Deputy District Attorney, San Diego County District Attorney's Office
Heather Healey, Director of Employee Assistance Programs, Association of Flight Attendants – CWA, AFL-CIO

Annika Huff, Survivor Advocate Expert

Michael Krumm, Lieutenant Colonel, Michigan State Police

James Lewis, Communications Manager, Amtrak Police Department

Shamere McKenzie, CEO, Sun Gate Foundation; Training Manager, National Human Trafficking Hotline

Tiffany Wlazlowski Neuman, Vice President, Public Affairs, NATSO

Leslie Richards, Chief Executive Officer, Southeastern Pennsylvania Transportation Authority

Derrick Waters, CEO, Coach USA

Brad White, Associate Director of Safety, Werner Enterprises

SUBCOMMITTEE MEMBERS IN ATTENDANCE

Scott Alexander, International Relations Director, Houston Airports

Lori Ann Chaussinand, Manager, Strategic Sales Development and Training, Pilot Flying J

Lori Cohen, CEO, Protect All Children from Trafficking (PACT)

Dr. Erin DiCesare, Associate Professor of Interdisciplinary Studies, Johnson C. Smith University

Margo Hill, Associate Professor, Eastern Washington University; Small, Urban, Rural and Tribal Center on Mobility, Principal Investigator

Bishop Donna Hubbard, Executive Director, Women at the Well Transition Center; Training Director, Airline Ambassadors International; Flight Attendant, American Airlines

David Lorenzen, Director, Systems Operation Division, Iowa Department of Transportation

Jessica Powers, Chief Safety Officer, Trinity Metro

Kezban Yagci Sokat, Assistant Professor of Business Analytics, San Jose State University

Benito Ybarra, Executive Vice President of Global Standards, Guidance, and Certifications, The Institute of Internal Auditors

PRESENTERS IN ATTENDANCE

Nikki McDavid, Senior Policy Advisor to the Administrator, Federal Motor Carrier Safety Administration

OTHER PARTICIPANTS IN ATTENDANCE

Chad Aldridge, ORAT Manager, Airport Operations, Port of Seattle

Coralie Crawford, DOT Compliance Manager – Pipeline Construction, Price Gregory International

Wayne Davis, Director of OEC Size & Weight Services at Virginia Division of Motor Vehicles

Trevor Dean, Senior Policy Advisor for Transportation and Technology, Director of Government Investment (Cortez Masto Nevada Senator), U.S. Senate

Kyle Gott, Owner, Airman Vision

John Habermann, Research Engineer, Texas A&M Transportation Institute

Tracy McGinley, Program Director for Criminal Justice, Bowling Green State University – Firelands College

Taylor McGinnis, Teaching Professor at Bowling Green State University-Firelands

Nick Nadarski, Senior Analyst-in-Charge on Civil Aviation Issues, U.S. Government Accountability Office

DEPARTMENT OF TRANSPORTATION STAFF IN ATTENDANCE

Julie Abraham, Director, OST Office of International Transportation and Trade

Maha Alkhateeb, Senior Advisor, OST Office of International Transportation and Trade

Nicole Bambas, Program Manager for Trade and Investments, OST Office of International Transportation and Trade

Elliot Black, Director for Airport Policy, Federal Aviation Administration

Catherine Burnett, Aviation Safety Inspector, Federal Aviation Administration

Nicole Cacoza, Policy Analyst, Volpe Center

Justine Chen, Public Affairs Specialist, Federal Highway Administration

Harrison Clark, Policy Analyst, Volpe Center

Warner Dixon, Special Assistant for Civil Rights

Audrey Farley, Associate Administrator, Pipelines and Hazardous Materials Administration

Raquel Fossett, Advisor for Policy and Implementation

Sharon Hurst, Knowledge Management Analyst, Information Technology

Shawn Johnson, Program Analyst, Office of Research, Development & Technology

John Livingston, Railroad Security and Emergency Management Specialist, Federal Railroad Administration

Corey Martin, Zoom Application Support Specialist, Information Technology

Isabella Marra, Transportation Specialist, Federal Motor Carrier Safety Administration

Annie Petsonk, Assistant Secretary for Aviation and International Affairs

Amber Roane, Program Analyst, Federal Transit Administration

Daniele Richards, International Relations Specialist, OST Office of International Transportation and Trade

Valeria Rodriguez, Foreign Affairs Specialist, Federal Aviation Administration

Maria Sikirica, Knowledge Management Analyst, Information Technology

Kevin Wandrei, Policy Analyst, Volpe Center

Keith Williams, Division Chief, Federal Highway Administration

Welcome and Introductions

Designated Federal Officer (DFO) Nicole Bambas gave initial housekeeping regarding using microphones in the room, rules for entering and exiting the room, and instructions to ensure those joining virtually could hear and contribute to the meeting.

DFO Bambas introduced Assistant Secretary (A/S) Annie Petsonk. A/S Petsonk gave remarks thanking people for attending in-person. She noted the work DOT is doing, including managing the Transportation Leaders Against Human Trafficking, and also noted the ongoing implementation of laws passed by Congress. Finally, A/S Petsonk discussed her recent travels to Ukraine and the United Arab Emirates and its intersection with issues relevant to human trafficking. A/S Petsonk then introduced Chair Rabbi David Saperstein, who is the Director Emeritus of the Religious Action Center on Reform Judaism. Chair Saperstein then introduced Vice-Chair Esther Goetsch, who is the Executive Director at Truckers Against Trafficking. All Advisory Council members then provided brief introductions, including noting on which subcommittee they serve.

Chair Saperstein noted that ACHT Member James Lewis would be joining the meeting later in the day. He also noted that member Benito Ybarra had taken a new job and is no longer employed at Texas DOT, making him ineligible to continue serving as a Representative Member on the Advisory Committee.

At 10:33 a.m., Chair Saperstein introduced a motion to approve the minutes from the prior meeting on October 3, 2023. Samuel Cho, Commissioner at the Port of Seattle, affirmed the motion, and Michael Krumm, Lieutenant Colonel at the Michigan State Police, seconded it, and the motion was approved.

Counter Trafficking in the CMV Sector

At 10:35 a.m., Vice-Chair Goetsch introduced Nikki McDavid, Senior Policy Advisor to the Administrator, Federal Motor Carrier Safety Administration. Vice-Chair Goetsch briefly introduced Ms. McDavid's presentation, which focused on implementing policies, standards, and guidelines in the commercial motor vehicle sector. The aim of FMCSA's work in regard to human trafficking is to remove unsafe and disqualified drivers from the highways.

Ms. McDavid began with an introduction of the intersection of transportation with human trafficking, including a quote from Secretary Pete Buttigieg. In 2018, Congress passed two relevant mandates: the Combating Human Trafficking in Commercial Vehicles Act, and the No Human Trafficking on Our Roads Act. In 2022, Congress passed the Human Trafficking Prevention Act.

Ms. McDavid described the provisions of these acts. The Combating Human Trafficking in Commercial Vehicles Act required DOT to designate a modal coordinator for all modes, expand FMCSA's outreach and education programs to include human trafficking prevention activities, and expand financial assistance programs for programs that prevent human trafficking. This Act also created the requirement to establish this Advisory Committee on Human Trafficking. The No Human Trafficking on Our Roads Act permanently disqualifies CDL holders from operating a commercial motor vehicle if they are convicted of a human trafficking offense involving a commercial motor vehicle, with no option for reinstatement.

The Human Trafficking Prevention Act of 2022 required displaying the human trafficking hotline in restrooms, airports, bus stations, train stations, and on other modes of transportation. Ms. McDavid then described some of the work FMCSA is spearheading regarding human trafficking. Ms. McDavid noted FMCSA's "Your Roads, Their Freedom" campaign that brings awareness and educates commercial motor vehicle drivers about their responsibility to recognize, prevent, and report human trafficking. The campaign ran in 2022 from May until August, and the messaging was provided in both Spanish and English across multiple types of communication platforms. Messaging was delivered to about 25 million recipients, and the campaign will relaunch soon, with messaging targeted in 16 states.

Ms. McDavid then described FMCSA's funding and assistance grant opportunities. FMCSA's Commercial Driver's License Program Implementation (CDLPI) grant program and their high priority commercial motor vehicle program apply to projects that aim to recognize, prevent, and report human trafficking. Ms. McDavid noted past grant examples, including one to educate courts about human trafficking, and another focused on safety and compliance through roadside inspections to find instances of trafficking. Finally, Ms. McDavid noted FMCSA's partnerships with private organizations, including Polaris, Truckers Against Trafficking, and the National Center for State Courts.

At 10:48 a.m., Ms. McDavid opened the discussion to questions from the audience.

Questions Received:

- Derrick Waters, CEO at Coach USA: You mentioned rolling out a second round of the education campaign in 16 states. Why not all 50 states? Sometimes funding tends not to go to the poorest states, which are those with the biggest trafficking problems.
 - Ms. McDavid: We would love to do that, but we have limited resources, so we have chosen those with the most impact.
- Michael Krumm: Our [Training and Awareness] Subcommittee had discussed tying requirements in with any funding. Money drives actions, so a suggestion would be to attach certain human trafficking mandates to any funding your agency gives out to the states.
- Brad White, Associate Director of Safety at Werner Enterprises: Are there plans to incorporate anti-trafficking education into entry level driver training programs?
 - Ms. McDavid: Yes, FMCSA just introduced that proposal in its fall regulatory agenda. We know some training providers do this even though it is not a requirement, but it could be required in the future.
- Lori Cohen, CEO at Protect All Children from Trafficking: I am curious about available data surrounding the mandate that drivers lose their licenses after trafficking offences. I have researched similar laws for holders of taxi driver licenses in NYC. There is very little data in NYC about drivers who are convicted, even though it is a law, and they are supposed to lose their licenses. What kind of data does FMCSA have about people who have lost their licenses?
 - Ms. McDavid: FMCSA does not have any data, but the states may. To give time for adequate data collection, given the how new the law is, I wouldn't look for data until this time next year. But there will be some data collection problems. Courts are not reliably sending information to the state driver's

license agencies. We are working with the National Center for State Courts, the National District Attorneys Association, and the National Association of American Motor Vehicles Administrators to get the information flowing. Finally, a lot of convictions are in federal courts, which makes data collection difficult.

Policies & Partnerships Subcommittee Update

At 10:54 a.m., Chair Saperstein introduced Policies and Partnerships Subcommittee Chair Sam Cho.

Mr. Cho said the subcommittee focused on an all-of-transportation approach that assessed all different types of modes. Their process was three-fold, including professional expertise, research and a literature review, and interviews. Their subcommittee is geographically dispersed which allowed it to have a far reach.

Mr. Cho gave a brief overview of the contents of the 2019 ACHT report which drew heavily on survivor's voices and recommendations. He noted that, since 2019, much has changed in the world, most notably the Covid-19 pandemic. Mr. Cho also noted that training is important, but it would be helpful to view training in a way similar to how people view emissions – i.e., scope one, scope 2, or scope 3 emissions. Finally, he indicated that measurement methodologies need to be better scrutinized. For example, Seattle went from the 11th to the 8th highest volume in use of the national human trafficking hotline. To Mr. Cho, this development was a good thing, reflecting better usage of the resource, but to others who do not understand the metric, it could indicate a greater prevalence of trafficking situations.

Some recommendations from the subcommittee that are still being examined include: having a multi-faceted approach, privacy policies, law enforcement, public/private partnerships, job training, legislation, and language access. Mr. Cho spoke about how language access is important because in Seattle, many trafficked individuals may be from Asia, and so a sign in English may not be helpful to them.

At 11:08, Chair Saperstein opened the discussion for questions.

Questions and Comments Received:

- Heather Healey, Director of Employee Assistance Programs at the Association of Flight Attendants: It is important that employees who report instances they believe to be human trafficking are not retaliated upon. I think of a situation on Southwest Airlines of a biracial mother and child, where an employee reported the instance as a potential human trafficking situation, and now there is a lawsuit. This could create a chilling effect on reporting. A solution could be a standardized checklist where marking a certain number of items on the list would automatically trigger a report.
 - Tiffany Wzlawski Neuman, Vice President of Public Affairs at NATSO: This is something that has been raised in other modes as well. There needs to be flexibility for HR employees and reporters of alleged trafficking so that employees feel empowered.

- Michael Krumm: I support this recommendation. General law enforcement does not have a national standard, and this could help.
 - Bishop Donna Hubbard, Executive Director at the Woman at the Well Transition Center: As an American Airlines flight attendant, I have reported eight instances of trafficking. I don't know how many were valid. We've redesigned our training at American Airlines, so it is more comprehensive and informs employees better about how to recognize human trafficking. Regarding indicators of trafficking, it is important to have someone else also verify what you think you are seeing to minimize any biases.
 - Shamere McKenzie, CEO at the Sun Gate Foundation: I echo what Donna Hubbard says regarding checking biases. I also think indicator cards should require a person to check two or three or four characteristics of human trafficking to trigger a report.
- Earlyne Alexander, Supplier Diversity Compliance Manager at the Port Authority of New York and New Jersey: You noted that you had some survivors work with the Port of Seattle as part of a second chance program. Are you concerned that they could run into their former traffickers?
 - That is a concern that is taken care of. At the Port, we have multiple modes – maritime, airport, etc. -- so we can assign someone in our program to a mode other than the one they were trafficked in. This is unique to our circumstances, though.
 - Bishop Donna Hubbard: As a survivor, I have learned not to fear retaliation or to fear my trafficker. So, it is important to not assume that everyone who is a survivor will fear their trafficker.
 - Vice-Chair Goetsch: It's possible that employment programs such as those at American Airlines or the Port of Seattle are a "gap" for this subcommittee in terms of research. It's possibly something you can research and fill in.
- Bishop Donna Hubbard: Note that, while language access is important, pictures speak a thousand words, and so good imagery can often substitute for language barriers.
- Annika Huff, Survivor Advocate Expert: Have you looked at the potential of technology, and how trafficking has moved online?
 - Yes, we are using QR codes and other technologies. There is definitely a discussion to be had about what tech is out there and how it can be leveraged.
 - Kezban Yagci Sokat, Assistant Professor of Business Analytics at San Jose State University: With regards to technology, there is research funded by ACRP that is ongoing. There are also models in the states that could be helpful to examine, such as in Cook County, or Los Angeles. The Los Angeles Labor Trafficking Subcommittee may be a helpful example.
- Kezban Yagci Sokat: I want to raise a question about larger events, and the potential for human trafficking around events like the 2026 FIFA World Cup. Is there any research regarding this? Labor is a big component of trafficking during these events, but labor trafficking is often only researched in the context of coming from outside the United States.
 - Michael Krumm: Law enforcement is preparing in advance for large events, but there is conflicting research on what happens during these large events. Some note an uptick in online advertisements on the dark web. For the NFL

Draft coming up in Michigan, we have contacts with the Nevada State Patrol and others who are putting together a task force.

- Bishop Donna Hubbard: The media has glamorized trafficking during sporting events, and that's a problem.

At 11:45 a.m., DFO Nicole Bambas announced that the meeting would take a lunch break until 1 p.m.

Research and Data Subcommittee Update

Chair Saperstein reopened the meeting and introduced Earlyne Alexander and Kezban Yagci Sokat who would give an update on the Research and Data Subcommittee's work.

Ms. Alexander began by introducing the committee's work. Its focus is to offer best practices to improve research, data collection, and information sharing. Ms. Sokat began by discussing the state of existing research. This included an overview of the prevalence of human trafficking, via the 2020 Transit Cooperative Research Program. Ms. Sokat also noted various other efforts, including the Airport Cooperative Research Program, the National Cooperative Highway Research Program, and the Counter-Trafficking Data Collaborative. She also noted some research papers, such as "Understanding the Role of Transportation in Combatting Human Trafficking in California," and "Addressing Forced Labor in Supply Chains in California." Finally, Ms. Sokat noted innovative and emerging sources of data that could be used to track trafficking, such as satellite data.

Ms. Sokat then discussed ongoing work. This included the Combating Human Trafficking in Transportation Impact Award by the National Outreach Survey for Transportation. FTA has undertaken two major projects for human trafficking awareness, including the Crime Prevention and Public Safety Awareness cooperative agreement, and the Innovations in Transportation Public Safety Grants. Ms. Sokat also noted Airport Cooperative Research Program (ACRP) research to use existing or emerging technologies to identify trafficking in airports. Finally, Ms. Sokat gave an overview of opportunities to discuss and explore, including supply chain developments, potential federal designations and recognitions, and legislation in the states. Minnesota, which passed legislation to collect data on human trafficking statewide, is a good example of legislative action, and New York and New Jersey have extended an interagency group to stop human trafficking.

Next, Ms. Alexander continued to give the current state of recommendations from the subcommittee. These include federal legislation mandating human trafficking awareness for all sectors and employees, with defined measures to evaluate success. Other recommendations included federal legislation to create a Human Trafficking Task Force and creating a single tip hotline for reporting and standardized protocol. Further, because many victims are deprived of their cell phones, it is important to offer other ways to report. The subcommittee is also exploring recommendations around a single database to be managed by either DOT or DHS that would rely on a standard reporting template and would integrate with criminal apprehensions data. To ensure reporting is accurate, the subcommittee is also considering recommending that employees be rewarded for submitting tips about potential trafficking.

The discussion then proceeded to questions and answers.

Questions and Comments Received:

- Heather Healey: Can you elaborate on how employees would be rewarded for reporting?
 - Earlyne Alexander: Yes, there are monetary rewards at the Port Authority Police Department, and one employee recently reporting a child who had been seen on a kidnapped poster.
- Shamere McKenzie: The messaging coming from Polaris may conflict with the idea that individuals should report suspicious behavior. This makes the hotline more confusing and requires legislative intervention.
 - Earlyne Alexander: Currently, calls can be routed depending on whether they are reporting a tip or victim is calling.
- Tiffany Wlazlowski Neuman: The private sector reflexively reacts to mandates and legislation may cause some pushback.
- Michael Krumm: The FBI requires that data be disclosed, and 48 states participate. You could look at this kind of data for an analysis. It's similar to the Unified Crime Report.
- Chair Saperstein: Any new reporting requirements could be burdensome to agencies. How are states willing to comply with these kinds of mandates, and how good is their data?
 - Michael Krumm: In Michigan, it is somewhat effective but not everyone submits good data.
 - Kezban Yagci Sokat: There are a number of definitions of human trafficking which can make identifying the crime difficult.
- Leslie Richards, CEO at Southern Pennsylvania Transit Authority: There is a close relationship between getting information submitted through the tipline, creating state-led partnerships, and getting action at the state level. This is what happened in Pennsylvania.
 - Vice-Chair Goestch: This is why task forces may be helpful.
- Vice-Chair Goestch: What is the extent of your progress in reaching out to tiplines and what are other agencies' levels of interest in creating and compiling this data?
 - Kezban Yagci Sokat: This is ongoing. We have created a list of relevant organizations to interview.
- Bishop Donna Hubbard: Is there a requirement to report a crime if there is a mandate as proposed in this presentation?
 - Michael Krumm: No.
 - Bishop Donna Hubbard: Our role is not prosecution, that is for law enforcement. Our primary objective here is to educate and report.
 - Earlyne Alexander: The goal is not to compel individuals to report, it is to mandate data sharing.

- Tiffany Wlazlowksi Neuman: Most organizations have obligations to call 911 to report a crime in progress, but the subject of any obligation would be data sharing agencies.
- Heather Healey: There may be a place to establish employee participation at all levels – from reporting to follow-through.

Counter Trafficking in the Trucking Industry – Werner Enterprises: Training, Awareness, & Partnerships

At 1:52 p.m., Chair Saperstein, introduced Brad White.

Mr. White began by introducing Werner and its work. They have roughly ten thousand drivers at any given time and are the 6th largest dedicated carrier in the United States. Werner also trains over eight thousand drivers annually through the Roadmasters Drivers School. The company is branching into final mile in-home delivery.

Mr. White proceeded to describe the company's commitments to anti-human trafficking. In 2018, the company licensed a Truckers Against Trafficking training. In 2021, the company set a goal to double their training, and they met the goal in the first quarter of 2022. Most recently, in 2023, they set a goal to train all associated personnel, including office staff and acquisitions, on matters related to human trafficking. The company has also established and published an anti-trafficking policy in their company handbook and are adding this to companies they merge with or purchase. Werner also participated in United Against Slavery's National Outreach Survey. In social media and technology, Werner has made the National Human Trafficking Hotline accessible through a dedicated app and documents more than 120 calls annually. They are also creating a podcast with Truckers Against Trafficking and I've Got a Name.

Mr. White opened the discussion to questions.

Questions Received:

- Kezban Yagci Sokat: Can you say more about the partnerships with customers and suppliers?
 - Vice-Chair Goestch: Many companies are going so far as to require or at least encourage the people they work with to abide by anti-trafficking policies, including through Requests for Proposals.
- Lori Ann Chaussinand: Do you require your drivers to sign an anti-trafficking pledge or reporting pledge?
 - Mr. White: The leadership of the company signs it and through the training, drivers are encouraged.
- Wayne Davis, Director of OEC Size & Weight Services at Virginia Division of Motor Vehicles: How do you measure success?
 - Mr. White: Clicks on the app are our main metric, but we don't have any huge, specific, success stories.

Training & Awareness Subcommittee Update

Michael Krumm introduced the work of the Training and Awareness Subcommittee. Mr. Krumm noted that the general consensus of the subcommittee was that the 2019 report was extremely high-quality.

Mr. Krumm described how the committee gathered information, which included contributing information, doing research, and performing outreach. Only 6 of the original 12 agencies that were surveyed in 2019 continue to host publicly accessible materials, but 7 new agencies have begun awareness campaigns. The committee has found that many anti-trafficking web links are no longer functional, and many calls are not returned.

The subcommittee has identified some gaps that it hopes to fill. This included partnerships and coalitions that are necessary to share best practices; the lack of specific training standards; and advancements in technology need to be more widely used because “bad actors” are already using them.

Finally, Mr. Krumm described the state of recommendations from the subcommittee. The subcommittee recommends identifying a 3-digit phone number for human trafficking similar to 911. It also suggested providing training and breakout sessions at conventions and conferences. Developing partnerships with tech companies could help get information about human trafficking out digitally. Related to messaging, the subcommittee suggested including captioning and multilingual text. To support these efforts, the subcommittee recommends supporting legislation that requires trafficking awareness, and developing a recommended curriculum for initial and recurrent trainings. To ensure completeness, the subcommittee also recommended that materials include emphasis on both labor and sex trafficking.

Mr. Krumm opened the discussion to questions:

Questions and Comments Received:

- Earlyne Alexander: Thank you for mentioning labor trafficking, as this is especially common in rural areas.
- Kezban Yagci Sokat: I might recommend you also look at the relationship between disasters and migration and human trafficking. This seems to be happening in California and related to the war in Ukraine.
 - Mr. Krumm: I will look further into CBP’s protocols surrounding this and the training they are receiving. In Nevada, survivors are incorporated into law enforcement efforts in casinos to provide insight that officers don’t have.
 - Kezban Yagci Sokat: The Southern Border seems to be especially stressed because of closures of CBP offices.
- Chair Saperstein: Do the existing resources and toolkits need updates?
 - Mr. Krumm, Lieutenant Colonel at Michigan State Police: The maintained and updated toolkits and materials, like those produced by Truckers Against Trafficking, are very high quality.
 - Lori Cohen: There is a good campaign that trains people to use the hotline effectively, but there are many guides and materials that do not provide helpful or even relevant information.

- Tiffany Wlazlowski Neumann: It is crucial to be behavior-specific in training materials because a mom with kids and truck driver are likely to use travel centers very differently.
- Heather Healy: Organizations could feel proud about stopping human trafficking by engaging in a certification process.
- Vice-Chair Goestch: It is probably best to focus on getting information out to as many individuals as possible, but how do you apply this and make sure the right information is being circulated?
 - Brad White: It would be crucial to make this determination by seeing which materials exist in the information ecosystem and making sure this is identifiable.
- Sam Cho: Returning to the point about a certification, the Port of Seattle is seeking “carrot” incentives, as opposed to “sticks.” A balanced approach is likely warranted, but it would be ideal to have a system similar to a LEED or B-Corp to promote subcontracting and partner businesses who take the steps to do training and circulate materials.
 - Tiffany Wlazlowski Neumann: For trade corporations, this can be a bit difficult because it depends on how the company is incorporated.
- Bishop Donna Hubbard: American Association of Airport Executives is willing to offer a certification for human trafficking awareness training. The hurdle is the continuing updates this training will need. Business could also incentivize taking the DHS Blue Lightning training.
 - Shamere McKenzie: I’ve trained hotel employees, but there is concern that the training increased liability for the employer.
 - Bishop Donna Hubbard: It is important to determine the difference between a certified training program and a training because this could reduce or increase liability.
 - Lori Cohen: Some states are willing to assess decreased liability when training has been undertaken, but this is a challenge with transportation.
 - Chair Saperstein: The liability cuts both ways.
 - Heather Healey: I have not seen evidence that training increases reporting.
- Chair Saperstein: There are a number of existing emergency numbers with dedicated responses. This opens up a conversation about what kind of things we do and do not provide dedicated infrastructure for.
 - Derrick Waters: When I’m in trouble, I use 911, but another number could be popularized.
 - Margo Hill, Associate Professor at Eastern Washington University: Please also remember to include Native American stakeholders, including regarding trafficking in casinos.

Public Comment

At 2:49 p.m., Chair Saperstein opened the public comment period, by first requesting open discussion among members of the Advisory Committee.

Comments Received from ACHT Members:

- Shamere McKenzie: Many folks have mentioned how images are not always an accurate representation of what trafficking looks like. It is important to include a recommendation that anti-trafficking materials show what trafficking actually looks like.
 - James Lewis, Communications Manager, Amtrak Police Department: I'm the lead of the human trafficking working group at Amtrak and communications director for the Amtrak Police Department. In reference to the issue with images, Amtrak has been aided by including a survivor in developing signage.
 - Shamere McKenzie: If survivors are going to be included, they cannot be re-exploited in the process. Many survivors are not receiving pay for their work and expertise. It is not as simple as checking a box with a gift card. The same federal agencies who find survivors to be "unqualified" for jobs are then using their labor only in a consulting role.
 - Annika Huff: The spaces survivors are going to inhabit should also be trauma-informed, often including a therapist.
 - Bishop Donna Hubbard: Trafficking of people of color was not an issue in the American conscience. Sixty percent of people who are trafficked worldwide are people of color, including Africans and Caribbeans. The imagery that inspired action often included trafficking of white women by men of color.
 - Chad Aldridge, ORAT Manager, Airport Operations at the Port of Seattle: Businesses Ending Slavery and Trafficking (BEST) worked with Port of Seattle to create a comprehensive anti-trafficking strategy. They did a regional awareness campaign and heard that old signage in the King County Metro area leaned on racial stereotypes. Statewide funding was provided to increase diversity in the "Not Alone" campaign.
- Derrick Waters: One major hurdle for Coach USA is building awareness for bus drivers who are going to casinos, which are hubs of trafficking. Orange County had numerous cases of human trafficking, but many believe it wouldn't occur there.
- Chair Saperstein: Thank you to Margo Hill for raising the point about indigenous communities. I'm also curious about the frequency of illegal and unlicensed transportation and how this may promote trafficking, and how outreach can be conducted to stop this.
 - Earlyne Alexander: There are examples of non-reporting on private planes, and it's crucial to keep the obligation to report.

Chair Saperstein opened the public comment period to members of the public.

Comments Received:

- Kezban Yagci Sokat: What can be learned from and what are the best practices in the rideshare and car-for-hire industry?
- Margo Hill: One of the barriers to reporting and stopping human trafficking on indigenous land is the complexity of the laws and requirements to call in federal law enforcement for murdered, missing, and indigenous women. Tribal police should be

included as part of any task forces, as should BIA, but there is no criminal jurisdiction of non-Indians on reservations, so collaboration is crucial.

- Earlyne Alexander: Is there a potential for a database of traffickers or presumed traffickers?
 - Michael Krumm: There are databases like this available to police that show officers whether that are charges or warrants or violence associated with an individual. The intelligence side of law enforcement puts targets on the radars of police officers.
 - Derrick Waters: There may be a possibility to track locations associated with trafficking, using geofencing or related geospatial data.
 - Bishop Donna Hubbard: Remembering how someone looks, what they did, and how they made you feel in regards to trafficking can help add datapoints and document potential traffickers and create a paper trail.
 - Heather Healey: Checklists about trafficking don't always provide information about victims but can create information about patterns.
 - Vice-Chair Goetsch: The committee could consider recommendations for reporting standardization and information collections. Truckers Against Trafficking is attempting to add geocoding to their app in order to create better data and better notifications.
- Chair Saperstein: In a future meeting, it would be good to include someone from DHS since many of these issues dovetail with their authority.
- Lori Cohen: Is it important to consider demand in the next edition, if possible?
 - Vice-Chair Goetsch: Perhaps this could go in the policies and partnerships report?
 - Heather Healey: The 2019 report had only a bit of information about international effects and demand for trafficking.
 - Julie Abraham, Director of the Office of International Transportation and Trade at the U.S. Department of Transportation: Many other countries don't see this trafficking as relating to transportation, but we are working to create partnerships with other interested countries' agencies wherever we can.

Next Steps and Closing

At 3:30 p.m., Vice-Chair Goetsch noted that subcommittees will present their drafts to the committee on January 12th. This is only one month away. Vice-Chair Goetsch encouraged subcommittee members to take advantage of partners throughout the Department of Transportation and other transportation stakeholders. She thanked everyone for attending and wished participants a happy holiday season.

At 3:32 p.m. DFO Bambas closed the meeting and thanked participants for attending.

We hereby certify, to the best of our knowledge, that the foregoing minutes are accurate and complete.

X
David Saperstein
Chair
ACHT

X
Maha Alkhateeb
Designated Federal Officer
ACHT