

DOT ADVISORY COMMITTEE ON HUMAN TRAFFICKING

SUMMARY OF MEETING

October 3, 2023

The Department of Transportation (DOT) Advisory Committee on Human Trafficking, (ACHT) rechartered in 2022, convened its first meeting at 9:45 a.m. on October 3, 2023, over 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.

ATTENDANCE

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 NY & NJ
Sam Cho, Commission President, Port of Seattle

Casey French, Deputy District Attorney, San Diego County District Attorney's Office

Heather Healy, 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

Leslie Richards, CEO, Southeastern Pennsylvania Transportation Authority (SEPTA)

Derrick Waters, Chief Executive Officer, Coach USA

Brad White, Associate Director of Safety and Compliance, Werner Enterprises

Tiffany Wlazlowski Neuman, Vice President of Public Affairs, NATSO

Benito Ybarra, Chief Audit and Compliance Officer, Texas Department of Transportation

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

Mary Dirksen, Senior HR Policy Analyst, Oregon Department of Transportation

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

Herman Horton, Chief of Police, Jackson State University

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

PRESENTERS IN ATTENDANCE

Megan Cutter, Managing Director, National Human Trafficking Hotline
Kendis Paris, Director of Grantmaking Strategy, The UPS Foundation

OTHER PARTICIPANTS IN ATTENDANCE

Chad Aldridge, Port of Seattle
Chris Baglin, Co-Principal Investigator, United Against Slavery
Malik Barrymore, Senior Safety and Security Analyst, Amtrak
Ashley Blackford, Senior Correspondent, Landline Magazine, Owner-Operator Independent Drivers Association
Michael Camal, Department of Homeland Security
Kara Cumoletti, New York Department of Transportation
Missy Dow, Southeastern Pennsylvania Transportation Authority
Jim Fetzer, Landline Magazine
Robert Gibbon, New York Department of Transportation
Sahrah Marcellin, University of Maryland, Baltimore
Gabriel McGaw, The Normandy Group
Kerry Mierzwa, Senior Attorney, New York Department of Transportation
Jamie Pascal, Federal Policy Manager, Lyft
Cristian Romero, Federal Government Affairs Manager, New York State Department of Transportation
Diane Sullivan, Colonel (retired), U.S. Air Force
Bill Webster, Southeastern Pennsylvania Transportation Authority
Jordan Wheeler, Investigator, Oregon Department of Transportation

DEPARTMENT OF TRANSPORTATION STAFF IN ATTENDANCE

Julie Abraham, Director, Office of International Transportation and Trade
Aysha Ahmed, Policy Analyst, National Highway Traffic Safety Administration
Maha Alkhateeb, Senior Advisor, Office of International Transportation and Trade
Nicole Bambas, Program Manager for Trade and Investments
Barbara Barr, Federal Railroad Administration
Nicole Cacoza, Policy Analyst, Volpe
Tretha Chromey, Senior Advisor, United States Maritime Administration
Harrison Clark, Policy Analyst, Volpe
Matthew Cox, Highway Safety Specialist, National Highway Traffic Safety Administration
Audrey Farley, Associate Administrator, Pipelines and Hazardous Materials Administration
Sheila Helton-Ingram, Regional Manager, Africa, Middle East, and Europe, Office of International Transportation and Trade
Rick Huggins, Supervisory Railroad Security Specialist, Federal Railroad Administration
Stacy Jeleniewski
John Livingston, Railroad Security and Emergency Management Specialist, Federal Railroad Administration
Isabella Marra, Transportation Specialist, Federal Motor Carrier Safety Administration

Nikki McDavid, Chief, Commercial Drivers License Division, Federal Motor Carrier Safety Administration

Isaac McKeithen, Railroad Safety Specialist, Federal Railroad Administration

Sayaka Mensah, Transportation Policy Analyst, Office of International Transportation and Trade

Jihan Noizet, Transportation Specialist, Federal Highway Administration

Sandra Norman, Senior Advisor, Office of Civil Rights

Annie Petsonk, Assistant Secretary for Aviation and International Affairs

Cristina Rechy, International Trade Specialist, Maritime Administration

Amber Roane, Program Analyst, Federal Transit Administration

Alexis Roland, Staff Assistant, Maritime Administration

Shari Schaftlein, Director, Human Environment, Federal Highway Administration

Christine Stavropoulos, Executive Assistant to the Deputy Maritime Administrator, Maritime Administration

Steven Wagner, International Relations Specialist, Office of International Transportation and Trade

Kevin Wandrei, Policy Analyst, Volpe

WELCOME AND INTRODUCTIONS

DOT Program Manager Nicole Bambas called the meeting to order, welcomed attendees and introduced DOT Assistance Secretary (A/S) for Aviation and International Affairs Annie Petsonk for introductory comments. A/S Petsonk thanked the committee and subcommittee members for their work to guide transportation at the federal, state, and local levels to fight the scourge of trafficking.

A/S Petsonk shared the goal of the DOT, to empower America's transportation workforce and the traveling public to be eyes and ears for the countertrafficking effort. She discussed the impact of previous committee work which DOT Secretary Buttigieg shared at the President's Interagency Task Force to Monitor and Combat Trafficking in Persons (PITF), and other federal measures to combat trafficking such as the Department of Homeland Security (DHS) Blue Light initiative to train aviation sector personnel in identifying victims of trafficking.

A/S Petsonk recognized the DOT officials Julie Abraham, Nicole Bambas and Maha Alkhateeb who are leading the department's efforts and thanked all the people on the call for their dedication. She then introduced Chairperson Rabbi David Saperstein.

Chairperson Saperstein spoke about the many factors at home and abroad creating opportunities for traffickers. He pointed to the importance of transportation networks in linking all people and all nations, providing pathways for traffickers as well as opportunities for people fleeing exploitation. Chairperson Saperstein highlighted his background working

on anti-trafficking legislation and his experiences as Ambassador, and said the work of the committee will be vital in providing a hopeful future for those who have been or might have been trafficked. He welcomed the committee members and the expertise they bring from all facets of America's transportation networks, as well as the valuable lessons, insights and reality checks from survivors.

A/S Petsonk then introduced Vice Chairperson Esther Goetsch. Vice Chairperson Goetsch thanked the group and spoke about her experience testifying before the U.S. Senate in 2017 on combatting human trafficking in the transportation industry at the hearing where Senator Amy Klobuchar first proposed the idea of the ACHT. She recognized the partners represented on the committee today that she worked with at Polaris, at commercial trucking companies and state transportation departments, as well as all those who worked on the creation of the first ACHT report in 2019. Vice Chairperson Goetsch expressed that she looked forward to building on past work and recommendations to use their lessons learned to fight the injustice of human trafficking and bring victims to freedom and perpetrators to justice.

Committee members introduced themselves and provided a brief overview of their background and expertise in combatting human trafficking.

COMMITTEE OVERVIEW AND REQUIREMENTS

At 10:15 a.m. Nicole Bambas reviewed the committee's statutory requirements. As required by the Bipartisan Infrastructure Law (BIL), the Secretary will submit a report to Congress in 2024 including recommendations for countering human trafficking, an assessment of best practices by transportation stakeholders, and human trafficking violations involving commercial motor vehicles.

Committee members must prepare and agree upon the final report and recommendations that will be submitted to the Secretary. There will be four ACHT meetings scheduled before the report is due to the Secretary in September 2024, and the DOT will publish advanced notice of each meeting in the Federal Register. All ACHT meetings are public, and there will be an opportunity for public comment at each meeting.

The Chairperson is responsible for working with the Designated Federal Officer (DFO) Nicole Bambas to develop priorities and focuses. The committee members are appointed for the life of the committee. They are responsible for attending three fourths of the meetings. Committee members will create constructive recommendations to ensure the ACHT mission is met. As DFO, Nicole Bambas will ensure compliance with the Federal Advisory Committee Act (FACA), maintain public records and minutes and support the creation of the final report.

Nicole Bambas noted that Vice Chairperson Goetsch will share details about the three

subcommittees at a later point in the meeting. The ACHT bylaws describe the role of the committee, the Chair, and the DFO, in addition to the requirement to reach consensus on final recommendations.

After DFO Bambas' remarks, Chairperson Saperstein made a motion to approve the bylaws at 10:24 a.m., and the motion was carried unanimously.

SURVIVOR REMARKS

At 10:25 a.m. Shamere McKenzie, CEO of Sun Gate Foundation, greeted the meeting and noted that when the DOT includes survivor voices in the ACHT proceedings it sends the message that survivors are not an afterthought, but are key stakeholders. She emphasized that life, for survivors of human trafficking, continues beyond victimization. Shamere McKenzie called upon the committee and the transportation industry to create pathways of hope for survivors in the continuation of their lives, beyond extraction from trafficking to surviving and thriving.

Shamere McKenzie described pathways to hope as taking different shapes. One option is including survivors in decision making so they can use their experience to provide change and to inform policies, but another is economic empowerment and strategies to connect survivors to livable wages. She emphasized seeing survivors as human beings and thinking outside the box.

Shamere McKenzie challenged committee members to ask themselves how their work creates those pathways to transport survivors to their next destination in life.

DOT'S COUNTER-TRAFFICKING INITIATIVES

At 10:31 a.m. DOT Senior Advisor Maha Alkhateeb provided an overview of the department's existing work on countering human trafficking. She began by outlining the DOT's mission to combat human trafficking by working with public and private sector stakeholders to empower transportation employees and the traveling public to recognize and report possible instances of trafficking. The department has worked on this issue with both public and private stakeholders since 2012.

Ms. Alkhateeb began with global statistics, which showed that in 2021, 3.5 out of every 1,000 people experienced human trafficking. Data from the Counter-Trafficking Data Collaborative showed over 80,000 trafficked persons in 171 countries.

Ms. Alkhateeb then outlined the DOT and federal cooperation on trafficking. The DOT has been a member of the cabinet-level PITF since 2012, The group coordinates all federal efforts

to combat human trafficking through the interagency Senior Policy Operating Group. The U.S. issued a National Action Plan to Combat Human Trafficking in 2021. DOT support for the plan includes expanding counter trafficking tools, expanded outreach to private industries especially in the maritime sector, and international work to develop comprehensive countertrafficking rules, such as implementing these rules in the commercial driver's licensing process.

Ms. Alkhateeb outlined the several legislative authorities that the DOT uses to counter human trafficking. The DOT also provides millions of dollars in grant funding and a \$50,000 annual combatting human trafficking in transportation impact award.

Ms. Alkhateeb then explained the DOT's Transportation Leaders Against Human Trafficking (TLAHT) initiative, where the department partners with industry stakeholders to engage them, share information and best practices, and encourage public outreach. The TLAHT Call to Action asks leaders to pledge to issue a leadership statement, train their employees, and raise public awareness through their own transportation company, network, or system. Nearly 600 TLAHT pledges have been signed by organizations in all states and across modes, and they have committed to train 1.3 million employees to recognize signs of human trafficking. The DOT can support TLAHT pledges by providing materials like posters and wallet cards with information tailored to each mode. DOT has launched a website: www.transportation.gov/tlaht.

Beyond domestic actions, the DOT has championed counter trafficking efforts at various international fora. Ms. Alkhateeb outlined the leading role DOT took at the International Civil Aviation Organization (ICAO) to develop two new recommended practices to emphasize clear reporting systems for aircraft operators and encourage awareness training. The DOT also facilitated a working group on human trafficking and led the group on developing a comprehensive strategy which will soon be circulated with ICAO and other U.S. bodies. At the Asia Pacific Economic Cooperation (APEC) DOT fostered the 10th ministerial statement underscoring the role of transportation ministries on combatting human trafficking. DOT also spearheaded multimodal anti human trafficking strategies and workshops to provide guidance and recommendations for transportation ministries at APEC and the OECD International Transportation Forum (ITF).

Questions Received:

- Cristian Romero: Hello, will the slides be available afterwards?
 - Yes, the materials will be shared after the meeting [on the ACHT website](#).
- Margo Hill: Can you share the "Can you see me" video?
 - Yes, the link will be shared with participants.

PRESENTATIONS

NATIONAL HUMAN TRAFFICKING HOTLINE: REPORTING AND DATA

At 10:50 a.m. Megan Cutter, Managing Director of the National Human Trafficking Hotline (NHTH) outlined the workflow for the hotline, insights from their data, and intersections they have found with the transportation industry.

NHTH is a 24/7 coordination center operated by Polaris available in over 200 languages to connect victims and survivors of sex and labor trafficking to resources of all kinds. The single memorable number and constant access are key to their operations. They receive operational funds from the government, but as a non-governmental organization (NGO) the NHTH has a degree of independence that builds trust among people who prefer not to go directly to government or law enforcement. NHTH works extensively with local partners and service providers and serves as a single point of contact that can coordinate across multiple locations. NHTH offers callers confidentiality, which is important to trust building, but can report potential trafficking situations to legal authorities with the callers' permission or if they learn of an instance of imminent danger, a direct threat of harm, or abuse of a minor.

Ms. Cutter reported that in 2021 the NHTH encountered 10,359 likely trafficking situations, and 16,554 likely victims. Major data takeaways show that victims are usually recruited by someone they know like a family member, caregiver, intimate partner, or employer, who is exploiting their personal relationship. Traffickers are more likely to use emotional abuse, economic abuse and threats than physical abuse to coerce their victims. In 43% of the cases where NHTH knows how a person exited a trafficking situation, their exit point was through family and friends.

Ms. Cutter shared insights from survivors' experiences with the transportation industry that Polaris gathered from a series of 2018 focus groups. Their takeaways found that traffickers relied on both public and private modes of transportation, meaning that awareness materials, hotline information and other information should be posted in both public transit hubs and private vehicle hotspots. 54% of people in the focus groups said that a lack of transportation access was a barrier to leaving a trafficking situation, so providing transportation connections is key to supporting survivors.

Ms. Cutter recommended providing travel vouchers or points donations wherever possible to help people exit a trafficking situation. She also recommended posting prevention materials at transit stations and airports, using plain language that avoids jargon, and using multiple languages to increase their reach. The most important way that people can recognize human trafficking is through proximity and context, so reaching people who have that access is critical.

Questions Received:

- Mary Dirksen: In what aspect of the internet? On games or a specific website? Thank you!
- Anonymous Submission: Does Polaris have data on the average amount of attempts it takes for sex trafficking victims to exit their situation?
 - Polaris does not track this data. Megan Cutter said that she believes it is similar to domestic violence situations where it may take four or five attempts for a

victim to leave. Anecdotally, she has seen many people who had been out of trafficking situations at risk of reconnecting with traffickers because of economic vulnerability during the pandemic.

- Mary Dirksen: I was also wondering if we could get a copy of these slides.
 - Yes, the materials will be shared after the meeting on the ACHT website.
- Donna Hubbard: Please review the cultural diversity reflected in training, advocacy and resource materials. The images need to reflect the entire scope of trafficked persons worldwide especially in airlines and airports.
- Lori Cohen: Can you provide an update on the proposed bill to require Polaris to report all calls to law enforcement? Is this Advisory Council permitted to make recommendations on proposed legislation?
 - This question refers to H.R. 2601, which would require NHTH to turn over any information requested by state or local law enforcement agencies. Megan Cutter expressed that while the intentions behind the bill are good, she would emphasize that many people only reach out to NHTH because they are not a law enforcement agency. The concern around this bill is that it will have a chilling effect on people's desire to reach out to the hotline, because they often reach out specifically because this is an independent resource. Polaris is speaking with Congress about their concerns and survivors concerns about the legislation in an effort to get them to reconsider and refocus efforts to preserve confidentiality of hotline.
 - DFO Nicole Bambas noted that the previous report from the ACHT made recommendations directed at Congress, so if the committee chooses to do so they can make that type of recommendation again.
- Jordan Wheeler: Is a hotline referral forwarded to law enforcement if the victim is an adult?
 - Megan Cutter estimated that 30% of the situations reported to the hotline are then reported to law enforcement, either because the caller requested it or because it was a mandatory report situation. For the other 70%, either there is no immediate danger and the caller requested not to share it, or NHTH does not have enough information to make a report. The NHTH takes dangerous situations seriously, and their confidentiality policy is consistent with requests from victims, survivors, and community members.
- Donna Hubbard: Are there any suggestions on how to head off negative media around reports of suspected human trafficking on airlines that turned out to be invalid.

TRUCKERS AGAINST TRAFFICKING

At 11:36 a.m. Vice Chairperson Goetsch, Executive Director of Truckers Against Trafficking (TAT), presented on the organization's work and industry partnerships. TAT is an international organization which began by training truckers, but which scaled dramatically over the past 10 years to work with the bus and energy industry, local drivers, and in-home delivery personnel.

TAT works with federal, state, local and tribal governments across all 50 states and in Canada and Mexico to educate, equip, empower and mobilize industry to combat human trafficking as part of their regular jobs. TAT provides training for transportation professionals and partners with

private companies to provide those trainings to the workforce, implement demand reduction policies, and provide deeper trainings to dispel myths around human trafficking and educate on systemic gender, racial, and socioeconomic power imbalances that facilitate trafficking. TAT also trains law enforcement officers to use victim-centered approaches in combatting human trafficking across the U.S. TAT regularly brings together various stakeholders and partners for coalition building summits and have held over 80 in 41 states and 3 provinces. They have trained over 1.6 million professionals across their programs.

Vice Chairperson Goetsch outlined new work being done by TAT in partnership with the Florida DOT to develop a thorough reporting protocol for human trafficking crimes that can be adapted into a template for transit agencies nationwide. TAT is also building an on-demand law enforcement training module to make their training available freely to all law enforcement offices. TAT and Buses on The Lookout (BOTL) are jointly piloting a prevention program called Youth On Transportation to create an awareness campaign for community transportation providers to focus on vulnerable youths and create two youth-focused coalition builds.

Vice Chairperson Goetsch recognized several examples of truck and bus drivers who used their training to assist real people:

- A truck driver contacted law enforcement to assist a woman he had spotted who has been abandoned by a trafficker at the side of a roadway.
- A truck stop operator covertly collected information from a trafficking victim who came to the cash register at the facility. The information she passed him helped law enforcement locate her and the perpetrator.
- A 19-year-old victim who had escaped her trafficker in a truck lot reached out to a driver there because of his TAT “Do you need help?” sticker. The driver then helped connect her with service providers and transportation back to her home.
- A victim of trafficking approached a Coach bus driver mid-route to ask for help to escape her trafficker. The driver was able to report the trafficker to law enforcement, and the perpetrator was apprehended off of the bus.

Vice Chairperson Goetsch highlighted these examples and the work of the committee as ways to make an impact for good against human trafficking.

Questions Received:

- Anonymous Submission: How has TAT addressed exploitation by truckers?
 - Vice Chairperson Goetsch said that TAT has worked with 18 companies to put in place demand reduction policies, which are zero tolerance policies for drivers who participate in crime of human trafficking. There are bad actors in every industry and exploiters in every profession, so TAT works with the companies that they partner with to put those policies in place and to do the best they can to rid the company of those actors.

LUNCH

The committee took a break for lunch between 11:55 and 12:55

PRESENTATIONS

AMTRAK

At 1:00 p.m., James Lewis, Communications Manager for the Amtrak Police Department, presented “Passenger Rail Efforts: Amtrak.” He discussed the partnership between the Department of Homeland Security, including the “Blue Campaign” awareness videos which play throughout Amtrak Stations. In 2020, the interdisciplinary APD Human Trafficking Working Group was created, with Lewis as its head. The group partnered with Amtrak’s Human Resources Department to send information about human trafficking awareness to employees’ homes and create learning materials for new employees.

Amtrak has also created a human trafficking tip form for its employees and placed QR codes in Amtrak restrooms to direct victims to Polaris’s National Human Trafficking Help Line. Both have resulted in investigations of alleged human trafficking. The QR codes will soon be upgraded to signage, in order to reach compliance with H.R. 7181. Amtrak continues to pursue measures against and awareness of human trafficking through updating internal policies, improving data collection measures, and abiding by the Transportation Leaders Against Human Trafficking pledge.

Questions Received:

- ACHT Member Michael Krumm: After training, did you see a change in officers’ understandings or awareness of the crime of human trafficking?
 - es, but establishing a point person is a crucial next step to develop expertise and continue education
- Kezban Yagci Sokat: Is the tipline for Amtrak personnel only or is it a public tipline?
 - The QR codes are scannable by anyone, and employee-specific communication happens in separate channels. Members of the public can call the helpline, text the helpline, or find an officer.
- Anonymous Submission: Are there plans to train non-LEO Amtrak employees?
 - Yes, it is mandated for all new employees and Amtrak is developing new programs.
- Anonymous Submission: Is Amtrak affiliated with Brightline in Florida and will training be available for Brightline?

PORT OF SEATTLE

At 1:13 p.m., Sam Cho, Commissioner of the Port of Seattle, presented “Port Maritime, and Aviation Efforts.” Before the COVID-19 pandemic, The Port of Seattle was the fourth largest port in America, and nearby Seattle-Tacoma Airport was the eighth busiest airport. They also have a major maritime and fishing business and the largest cruise port on the West Coast. The port also has the eight largest call volume to the National Human Trafficking Hotline.

Recently, the Commission passed a motion to make anti-human trafficking training broadly available to all port employees, and they have joined key anti-trafficking alliances, raised awareness for the cause, and requested additional authority to counter trafficking from Washington State Congress. The Port has installed signage in eight common languages, and more reports have been made as a result. The Port's Human Trafficking Strategy is based on four major pillars: internal policies and procedures, public awareness and education, employee awareness and training, and community partnership. Between 98% and 99% of Port of Seattle employees have completed the training, which focuses on how employees might encounter and stop human trafficking according to their specific job duties.

Cho also shared some of the anti-trafficking strategies that the Port of Seattle has implemented or will implement by 2025, including:

- A new, multi-language campaign called “Do You Know the Signs” to spark bystander actions
- Signing Port Allies Against Human Trafficking Pledge offered to port tenants
- Anti-trafficking QR codes throughout Port of Seattle owned properties
- Training requirements for badge renewal
- Internal and external events
- A Memorandum of Understanding with the Department of Homeland Security, formally joining the Blue Lightning Initiative

In November 2021, the Port of Seattle Police partnered with the Seattle Police Department and FBI to surveil and arrest a man accused of trafficking minors through the Seattle-Tacoma International Airport, through a sting operation.

Questions Received:

- Margo Hill: Do you work with the Puyallup tribal police?
 - No, that tribe is located closer to Tacoma, and though the Port of Seattle works with the Port of Tacoma, there is not a specific cooperative agreement with the tribal police.
- ACHT Member Bonito Ybarra: Are there any mode-specific trends in human trafficking that the Port of Seattle has noticed?
 - Because the Port of Seattle also includes Sea-Tac Airport, they monitor both, and the vast majority of cases seem to come from air travel. It is also easier to catch red flags through airline travel.
- ACHT Chair David Saperstein: How much of the Port of Seattle's approach came from DOT guidance, non-profit organization guidance, and internal policies?
 - The work predates Sam Cho's time, but the training used for airport staff was developed by a local non-profit organization called Businesses Ending Slavery and Trafficking (BEST), and Cho's own knowledge that Korean women have been trafficked through the area encourages him to continue working to end trafficking. Recently, the Port of Seattle has reached out to other airports in hopes of creating a coalition against trafficking. The Washington State Legislature has also helped fund these activities.
- Anonymous Submission: Does the Port of Seattle see an effect in business with the recognition of the Port of Seattle's human trafficking awareness and that companies move

business to other ports? Questioning because of potential pushback from industries that may be approached.

- The Port's pledge program has actually helped companies feel better about using the Port of Seattle, and it is a "badge of honor" that has not led to any attrition of business.
- Anonymous Submission: Great visuals on "You Are Not Alone" and "There Is A Way Out." Please review "Do You See Me" and "Do You Know the Signs"

MICHIGAN STATE POLICE

At 1:40 p.m., Lieutenant Colonel Michael Krumm of the Michigan State Police presented "Michigan State Police Truckers Against Trafficking Initiative." Krumm ran statewide commercial vehicle enforcement, with a team of more than 200 – with the vision of becoming a national leader. In 2013, he met David Lorenzen, Chief of Motor Vehicle Enforcement at the Iowa Department of Transportation. Lorenzen led the implementation of the first statewide, anti-trafficking program by a state DOT. After learning that Michigan did not have significant anti-trafficking enforcement efforts, Krumm solicited volunteers for a statewide anti-human trafficking initiative in Michigan.

In order to create a group with the ability to fight against human trafficking, Krumm and his team took a number of actions. Since the inception of the program, the team has:

- Trained 170 law enforcement officers and distribute of wallet cards, stickers, and posters
- Trained subject matter experts in each jurisdiction and offered training at every location where human trafficking was likely to occur, like truck stops, rest areas, and large trucking companies
- Tracked activity and engaged with the media through ride-alongs and presentations
- Identified key partnerships with the Michigan Department of Transportation, Trucking Association, Secretary of State, and prosecutors
- Shared efforts and results with others in 43 states and established competitions with Ohio, Illinois, and Indiana law enforcement officials to encourage outreach and intervention

With a materials budget of only \$1000, more than 1700 people were reached through conversations with law enforcement at likely trafficking locations. In Michigan, calls to the National Human Trafficking Resource Center have nearly doubled, CDL materials now include a one-pager on human trafficking, and human trafficking is reported much more widely. Michigan has also become a leader and exemplar in the fight against human trafficking.

Questions Received

- Lori Ann Chaussinand: Would you be able to provide the PowerPoint that you used for your training or is there a link that you would be able to send?
 - Yes, they will be included in the minutes.
- Kezban Yagci Sokat: Is it possible to share the general list of success measures (such as number of presentations you did) you tracked or is the information available publicly? I am not asking about the number but the list of metrics themselves.
 - Yes, there is an annual report, as well as other public documents available online.

- Margo Hill: Wow. Great work Michael. Thank you for all of your hard work. Do you do any work with the 12 Tribes of Michigan? Identifying issues that lead to Missing and murdered indigenous women?
 - Police from the initiative specifically reached out to tribal leaders, and they partner with Missing in Michigan. They have also looked at racial disparities in trafficking.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

At 2:08 p.m., Leslie Richards, CEO of the Southeastern Pennsylvania Transportation Authority, presented “Human Trafficking Awareness.” Pennsylvania ranks ninth in total number of human trafficking cases identified. SEPTA is the fifth largest mass transit system in the U.S. with 9300 employees and 2800 vehicles. SEPTA has installed permanent signage throughout stations and vehicles and created training videos for frontline employees and transit police. The agency has also integrated their transit app with human trafficking reporting, offering riders the ability to anonymously report their concerns directly to transit police. They also partner with local non-profit partners like She’s My Sister and newDAY, as well as state agencies and Villanova University. Richards shared stories of system-wide reporting, intervention, and arrests related to human trafficking, including the story of a SEPTA bus driver’s intervention into a potential human trafficking situation when she noticed a young girl being help back from travelling freely by an unknown man.

BREAK

The committee took a break between 2:20 and 2:40.

LESSONS LEARNED

At 2:40p.m., Kendis Paris, Director of Grantmaking Strategy at UPS and ACHT Member from 2018-2020, shared best practices and lessons she had learned from serving on the ACHT previously. She reviewed the ACHT’s findings and recommendations from 2020 – specifically including establishing comprehensive strategies and policies, training employees, and engaging in public awareness initiatives. She discussed the important of survivor-informed, accessible, and visually engaging materials to combat human trafficking.

The 2020 ACHT report included a number of recommendations for public and private transportation stakeholders, grouped into seven overarching themes, which Paris summarized. Speaking about the recommendation to focus on buy-in from organizational leadership and dedicate funding for anti-trafficking initiatives, she expressed the need for commitment to anti-trafficking that is long-lasting. She also discussed the recommendations to increase public-private partnerships in order to magnify the impact of organizations. Further, Paris highlighted that the 2020 recommendations included zero-tolerance policies and protocols as well as employee training and public awareness campaigns, both of which counter human trafficking in the workplace while making employees more attentive to trafficking in their work and lives.

Paris also touched on the need to expand data and information-sharing across transportation entities to counter and better understand trends in human trafficking. Finally, she focused on the recommendation for increased victim and survivor support and specifically mentioned the ongoing need for transportation vouchers, identifying documents and job training for survivors, and efforts to review or expunge criminal records for survivors.

Paris further urged current committee members to commit fully to their work, leverage their personal and professional experience, and remember the impact of their recommendations. She further recommended developing a clear structure for communication, determining committee roles, setting deadlines, requesting additional resources and information where necessary, and providing final recommendations that are clear and detailed.

Questions Received:

- Anonymous Submission: Is there a mandate to withhold funding to organizations, companies etc. who cannot show a mandated human trafficking awareness training for all employees?
 - A lot of private industries are dependent on federal funding, but this question would need clarification for further details. This is a good example of how federal mandates should be used wisely alongside buy-in from companies and organizations, such as captivating trainings with real-life stories.
- Anonymous Submission: How long is the training that UPS drivers and employees go through?
 - It depends on the position and sector. Local drivers do a 22-minute training. With the integrated system, the training is shorter but includes a follow-up. If drivers themselves are motivated, they will “take it to the next level,” but longer trainings are better when possible.

ACHT RECOMMENDATIONS: ACCOMPLISHMENTS AND CHALLENGES

At 2:59, Julie Abraham, Director of the Office of International Transportation and Trade at the U.S. Department of Transportation’s Office of the Secretary of Transportation, discussed the accomplishments of the previous ACHT and the challenges they experienced. Abraham explained that there is an ongoing and important shift across the federal governments to ensure that lived experience input, especially survivor input, is at the center of policies countering human trafficking. She discussed Colorado’s and Louisiana’s awareness campaigns and called attention to work done in Michigan and Seattle to stop trafficking – as well as advising that the new report speaks specifically to leaders who are interested in countering trafficking. She highlighted that both the Federal Motor Carrier Safety Administration and Federal Transit Administration have grants to stop human trafficking, but lack of funding remains a challenge and barrier to addressing trafficking.

Partnerships were a focus of the past ACHT Committee and led in part to the more than 6000 signatures on the Transportation Leaders Against Human Trafficking Pledge. Partnerships have included port authorities, airports, non-profit organizations, and many more – through addressing

the lack of awareness around existing resources is crucial. The 2020 report advised policies and protocols, such as those adopted as Seattle and real-time reporting requirements for airline workers. The most progress is visible in training and awareness, and sector-specific human trafficking indicators have been especially helpful in engaging victims of and bystanders to human trafficking. Abraham shared examples of organizations providing survivor-informed, organization-wide training, including the Pennsylvania Department of Transportation, American Airlines, and Werner. She also shared that the U.S. Department of Transportation is working with General Services Administration to create a centralized reporting system for human trafficking.

Abraham encouraged the current ACHT committee members to address these outstanding challenges, ongoing successes, and future concerns in their deliberation and recommendations. She specifically highlighted some advances and trends since the last ACHT completed their report, noting that studies and research from Polaris and other partners have made potential gaps, trends, and partners even clearer. She also drew attention to the 2020 ACHT's recommendations to provide transportation for victims of human trafficking and to establish programs which help survivors reacclimate and learn skills to seek employment.

Questions Received:

- ACHT Committee Member Leslie Richards: Are copies of existing studies and research available to the committee, and would reaching out to the Transportation Research Board (TRB) be a good idea?
 - Yes, all relevant research will be shared with the ACHT. This initial presentation is just an introduction to lay the groundwork before discussion and research occur.

DISCUSSION: COMMITTEE PHOTO, QUESTIONS, AND COMMENTS

At 3:24 p.m., Rabbi Saperstein asked all panelists to turn on their cameras for a group photo, and at 3:25 p.m., he invited the committee members to participate in a session for questions and comments.

- ACHT Committee Member Michael Krumm: How can the current committee best evaluate the extent to which the last committee's recommendations were adopted or addressed.
 - Rabbi David Saperstein: Some aspects of that evaluation will be data-driven or evaluable through research provided by DOT staff, but much of the evaluation will be through discussing on-the-ground experiences from the experts on the committee.
- ACHT Committee Member Benito Ybarra: What is the best way to coordinate and integrate anti-human trafficking efforts?
 - Rabbi David Saperstein: Just flagging that is a great start, and this is a good issue to address in the committee
- ACHT Subcommittee Member Earlyne Alexander: Is there was existing research on misreporting human trafficking, such as on airlines?
 - ACHT Committee Member Heather Healy: the process by which airlines contact law enforcement, as well as the liability of airlines when reporting suspected

cases, minimizes the risk of misreporting. Her understanding is that this is not a major issue because airlines do not have responsibility for enforcement and can only report their concerns to law enforcement officers who must make the call about how to intervene.

- ACHT Committee Member Derrick Waters: What are the best methods of disseminating best practices, and what are some ways to counter the financial disadvantage of small companies in training their employees on human trafficking?
 - ACHT Committee Vice Chair Esther Goetsch: additional training for frontline workers is crucial, as are well-developed protocols. It is also crucial to understand nuances of human trafficking and foster shared learning through peer-to-peer learning across sectors and other methods.
 - USDOT's Maha Alkhateeb: Mode-specificity, captivating and efficient materials, and the use of survivor-informed narratives in training are good ways to communicate this issue to the diversity of audiences, and DOT is working on trainings that applicable to a variety of audiences.

PUBLIC COMMENTS

At 3:39, Rabbi Saperstein opened the session to public comment and questions.

- Bishop Donna Hubbard; an American Airlines flight attendant, founder of Woman at the Well Transition Center, survivor of human trafficking, and subject matter expert; stressed the importance of making sure that visuals such trafficking awareness posters reflect the diversity of people who are trafficked – especially young girls of color – in order to encourage victims to come forward and remove racial stigma. She also highlighted the need for materials to reflect the diversity of rescuers and reporters.
 - DFO Nicole Bambas: the need for a protocols based on behavioral indicators are extremely important to DOT as well, and the committee may be able to underscore best practices for trainings

Comments Received:

- Herman Horton: As Chief of Police at JSU, I am very interested in participating as a committee member for the Policies & Partnerships Committee with Mr. Cho. I am looking forward to expanding partnerships throughout Mississippi and I would like to know how I can obtain information regarding resources are available for this endeavor, especially from the perspective of engaging college campuses.
 - DFO Nicole Bambas clarified statutory rules about the size and selection of the subcommittee the limitations on additional members joining
- Margo Hill: I am interested in cross-jurisdictional agreements that may include tribal governments.
- Anonymous Submission: Those [over-reporting] issues come up when the tipsters report solely based on race rather than behavior. People need to focus on training that talks about the behavioral indicators.

- Donna Hubbard: While we do have a protocol, and lawsuits may or may not be the issue. This sort of public media [about false reports of human trafficking] will cause fewer flight attendants to feel confident in reporting what they suspect. I am a flight attendant for American Airlines (9+years) and recently redesigned the Human Trafficking Awareness training for our initial and recurrent training. Our greatest concern is also how do we engage the upper-level reporting pipeline to support our reports? I am also a Survivor Leader and Subject Matter Expert
 - DFO Nicole Bambas said that the reporting and internal protocol issues will be specific to each company, but the committee will note the questions and concerns for further consideration.

SUBCOMMITTEES, NEXT STEPS, AND TIMELINES

At 3:53, ACHT Committee Member Esther Goetsch began the discussion on the ACHT subcommittee's next steps and timelines and introduced each member by their title. She discussed legislative requirements and subcommittee responsibilities, as well as the requirements for attendees at every meeting. She also explained the requirements and process for scheduling subcommittee meetings and the major benchmarks in the final report timeline. Subcommittee chairs and vice chairs were encouraged to begin reaching out to subcommittee members.

CLOSING REMARKS AND ADJOURNMENT

Rabbi Saperstein thanked the attendees and expressed his admiration for the assembled team, as well as his excitement to work with the committee members. He thanked members of the public who attended, and adjourned the meeting at 4:00 p.m.