

DOT ADVISORY COMMITTEE ON HUMAN TRAFFICKING SUMMARY OF MEETING

March 12, 2019

The Department of Transportation Advisory Committee on Human Trafficking convened its second meeting at 10 a.m. on March 12, 2019 at the U.S. Department of Transportation (DOT) Headquarters in Washington, DC. In accordance with the provisions of the Federal Advisory Committee Act, the meeting was announced in advance via a Federal Register Notice and the Department of Transportation website. The meeting was open to the public.

COMMITTEE MEMBERS IN ATTENDANCE

Chair: Catherine Todd Bailey, Former U.S. Ambassador to Latvia; Chairperson and Co-Founder, Operation Open Arms

Vice Chair: Linda Burtwistle, President and COO, Coach USA; Board Member, American Bus Association

Paul Anderson, President and CEO, Port Tampa Bay

Nicole Clifton, Vice President, Global Public Affairs, United Parcel Service

Michelle Guelbart, Director of Private Sector Engagement, ECPAT-USA

Greg Hynes, Alternate National Legislative Director, International Association of Sheet Metal, Air, Rail, and Transportation Workers, United Transportation Union

Kristen Joyner, Executive Director, South West Transit Association

Loretta Kennedy, Director, Domestic Operations and Investigations, JetBlue Airways

Laura Lederer, President, Global Centurion

David Lorenzen, Chief, Iowa Motor Vehicle Enforcement, Iowa Department of Transportation

Kendis Paris, Executive Director and Co-Founder, Truckers Against Trafficking

Mi Yung Park, Government Relations Director, The A21 Campaign

Eric Smith, Vice President and Chief Commercial Officer, Hendry Marine Industries

Lynn Thoman, Adjunct Professor of International and Public Affairs, Columbia University

SUBCOMMITTEE MEMBERS IN ATTENDANCE

Chad Aldridge, Policy and Outreach Manager, Port of Seattle

Jill Brogdon, Colorado Human Trafficking Council, Colorado DOT

Caroline Diemar, Director, Polaris - National Human Trafficking Hotline

Shannon Eggleston, Program Director for Environment, American Association of State Highway and Transportation Officials

Eliza Reock, Strategic Advisor on Child Sex Trafficking, National Center for Missing and Exploited Children

Nancy Rivard, President and Founder, Airline Ambassadors

Mary Toman, Former Deputy Assistant Secretary of Commerce; Former Deputy Treasurer of the State of California; and Former Commissioner of the City of Los Angeles

Neil Trugman, Chief, Amtrak Police Department

Tiffany Wlazlowski Neuman, Vice President, Public Affairs, National Association of Truck Stop Operators

PRESENTERS IN ATTENDANCE

Christine Baglin, Senior Principal, Data Systems Analysts

Gregory Nevano, Assistant Director, U.S. Immigration and Customs Enforcement, Homeland Security Investigations

OTHER PARTICIPANTS IN ATTENDANCE

Brandon Buchanan, Director of Regulatory Affairs, American Bus Association

Michael Camal, Partnership and Engagement Specialist, Department of Homeland Security

Alison Griffith, Staffer, Director of National Outreach, Henry Clay Center for Statesmanship

Rochelle Keyhan, CEO, Collective Liberty

Eleanor Lamb, Reporter, Transport Topics

James Lewis, Lead Communications Specialist, Amtrak Police Department

Drew Mitisin, American Bus Association

DEPARTMENT OF TRANSPORTATION STAFF IN ATTENDANCE

David Short, Deputy Assistant Secretary of Transportation for Aviation and International Affairs

Julie Abraham, Director, Office of International Transportation and Trade

Maha Alkhateeb, Transportation Research Analyst, Office of International Transportation and Trade

Nicole Bambas, Senior Advisor, Office of International Transportation and Trade

Michele Janis, Policy and Plans Analyst, Office of the Assistant Secretary for Research and Technology

Pei Lee, Transportation Specialist, Office of International Transportation and Trade

Rodney McNany, Administrative Officer, Maritime Administration

Rebecca Neal, Senior Advisor, National Highway Traffic Safety Administration

Rebecca Ortego, Transportation Specialist, Federal Motor Carrier Safety Administration

Amy Plovnick, Community Planner, U.S. Department of Transportation Volpe Center

Shari Schaftlein, Director, Office of Human Environment, Federal Highway Administration

Dakisha Spratling, Program Analyst, Federal Transit Administration

WELCOME AND OVERVIEW

At 10:04 a.m., Chairperson Ambassador Catherine Todd Bailey opened the meeting by calling the meeting to order, welcoming the attendees, and noting Deputy Assistant Secretary (DAS) David Short's presence as the Designated Federal Officer (DFO).

Chairperson Bailey conducted a roll call of the Committee members in attendance. At 10:06 a.m., Chairperson Bailey brought forward a motion to adopt the minutes from the December 6, 2018 meeting. The motion passed unanimously and the minutes were approved.

At 10:08 a.m., DAS Short provided an introduction and an overview of the meeting agenda. He noted that the President recently highlighted the work of this Advisory Committee when he proclaimed January 2019 as National Slavery and Human Trafficking Prevention Month. Within the proclamation, he spotlighted the establishment of this Advisory Committee, “to assist State and local transportation stakeholders in developing best practices for combating human trafficking.”

DAS Short also noted that Secretary of Transportation Elaine L. Chao has also spoken several times about the important work that the Committee is undertaking and has reiterated that the issue of combating human trafficking within the transportation sector requires an all hands-on deck approach.

To this end, DOT has formed an internal steering committee to address this issue, with many of the steering committee members in attendance at today’s meeting.

Chairperson Bailey stated that the three Subcommittee reports will be key to helping the Committee develop recommendations and meet their charge from Congress. The remainder of the morning session involved presentations from the subcommittees.

TRAINING AND AWARENESS SUBCOMMITTEE REPORT

At 10:12 a.m., Kendis Paris, Chair of the Training and Awareness Subcommittee provided an overview of the Training and Awareness Subcommittee report. She noted that to create the first draft of the report, the Subcommittee divided up sections among themselves and drew on their own expertise and existing research. They also used a list of resources provided by DOT as a starting point. Ms. Paris stated the Subcommittee aimed to analyze which resources meet best practice standards and provide transportation-specific training. She noted that it is difficult to assess the impact of awareness resources.

The subcommittee found that there are gaps in training materials for taxi drivers, tollbooth attendants, transit employees, and port employees. There are also limited resources on labor trafficking and how it interacts with transportation sector.

As a best practice, the report states that training should be sector-specific, while awareness materials may be broader. For example, Truckers Against Trafficking (TAT) wallet cards could be given to targeted audiences, such as drivers renewing their Commercial Driver’s License (CDL).

For a Committee deliverable, the Subcommittee would like to see a 1-pager for each sector that clearly outlines protocols and easy to implement strategies for both the public and private sector. The Subcommittee is still researching how different state agencies interact with different modes of transportation (e.g., state department of education training school bus drivers). They also want to have recommendations for governors’ offices, as the Committee report will be sent to the governors of all 50 States.

The Subcommittee is considering the following recommendations related to training and public awareness:

- Each state agency should have niche-specific human trafficking training.
- Transportation stakeholders should use brick and mortar locations and vehicles for raising awareness.
- Transportation should be provided free of charge for potential victims and survivors.
- Organizations should utilize advancements in public awareness messaging, and technology, such as screens in transit vehicles for targeted messaging and signs at truck weigh stations.

DISCUSSION AND DELIBERATION

At 10:22 a.m., Ms. Paris opened the discussion with the ACHT by asking them for feedback on gaps in the Subcommittee report. She also noted that the Subcommittee would like to have a broader conversation about how the individual Subcommittee reports will be combined into the full Committee report.

The Committee discussed and asked questions about the Training and Awareness Subcommittee report. The Committee provided the following comments and questions (Subcommittee responses below each question):

- Vice-Chairperson Linda Burtwistle noted the necessity of consistency in messaging across different modes, and asked if the subcommittee considered the importance of providing consistent messaging.
 - Ms. Paris noted that partnerships should be established to develop the content of messaging for the desired audience.
 - Mi Yung Park, Government Relations Director at A21, noted that messaging for public awareness is most effective when there is uniformity so people remember (e.g., See Something, Say Something for terrorism threat). The overarching messaging can be changed to make it mode/audience specific.
- Greg Hynes, Alternate National Legislative Director for International Association of Sheet Metal, Air, Rail, and Transportation Workers (SMART-TD), asked if the Subcommittee discussed labor's role in messaging and training.
 - Ms. Paris noted the importance of providing niche-specific training to front-line personnel to inform them of how they are likely to interact with potential victims. Indicators that a school bus driver is likely to see are very different from those that a truck driver or flight attendant is likely to see. One good example comes from Tennessee, where victims were identified at a licensing counter.
 - Ms. Park underscored the need for training to be cost-effective. The ideal form of training includes survivor-informed live training and is mode-specific. This is not always feasible, so the Subcommittee recommends providing options for online training as well.
- What does success look like for training and messaging?
 - Truckers Against Trafficking (TAT) formed a partnership with the National Human Trafficking Hotline. TAT gets a report of how many truckers are calling into the hotline and how many victims were identified, so they can see the impact

of their programs in the field. They can also track data from handing out wallet cards and doing coalition builds (e.g., increased coordination with local law enforcement).

- Will the Subcommittee be making recommendations on how to measure results?
 - Yes, best practice metrics are reflected in an increase in calls and reports. Taking a test before and after training is often not realistic due to limited time, but the Subcommittee could recommend a follow-up test. Many newer online trainings have short tests to gauge progress within the trainings themselves (e.g., “pulse checks”).
 - It can be difficult to measure public awareness. For A21, they get some results from partners, such as police reporting an increase in calls after an awareness campaign.
 - ‘It’s a Penalty’ is an international effort aimed at measuring the effect of awareness campaigns around major events. This organization is developing an impact report from the Super Bowl awareness campaign, which could inform this Committee.
- Kristen Joyner, Executive Director of the South West Transit Association, recommended that organizations provide training that involves leadership and management.
- She noted that in the public transit sector, it is important that the message comes from leadership.
 - The Protocols and Policy Subcommittee report includes a recommendation related to leadership buy-in.
- Ms. Paris asked the Committee about who would be receiving the report when it is distributed, highlighting that the report should go to people at the state DOTs who have the authority to enact the recommendations.
 - David Lorenzen, Chief of the Iowa Motor Vehicle Enforcement of the Iowa DOT, noted that the report should go through the director of state DOTs.
 - A Committee member stated that AASHTO can help identify the appropriate stakeholders to in each state.
- Mr. Lorenzen asked if the Subcommittee considered ridesharing (Uber, Lyft, and other companies).
 - Loretta Kennedy, Director of Domestic Operations and Investigations for JetBlue Airways, noted that the Subcommittee did a preliminary interview with Uber, and found that Uber has specific training for drivers that included real examples of past human trafficking experiences. A Subcommittee member will be speaking to Lyft in the future.
- Mr. Hynes asked if the Subcommittee recommends tying human trafficking training to other mandatory training that employees are required to complete.
 - Ms. Paris stated that in some cases, mandatory training can be a barrier to CDL renewal, which is not what this training should be. Ideally, people will be passionate about this training and internalize the message. A better approach may be to work with CDL schools to include counter-human trafficking training in their curriculum, rather than have it be reduced to a few questions on an exam.

- Iowa Motor Vehicle Enforcement partnered with large carriers on training. Due to turnover of truck drivers, this message spreads to other companies.
- Most airlines use trainings from the Blue Lighting Initiative. Most are annual computer-based training. Some airlines take advantage of safety month and speak personally to crew members. Flight attendants say that they want to see more real-life examples in the trainings.
- Laura J. Lederer, President of Global Centurion, encouraged the Subcommittee to address using training for demand reduction.
 - The Subcommittee plans to add this to the report. TAT is planning to release a video related to demand that is a “conversation starter” for truckers.
 - Demand reduction can also be addressed through zero tolerance policies at the organizational level.
- Ms. Lederer asked if the report recommends how trainings can address prevention (preventing trafficking from happening rather than identifying it while it is happening)?
 - Public transit is often the first place a runaway goes to. Is there a way to train employees to recognize runaways who are at risk?
 - Iowa DOT worked with victim service providers to develop a map. Law enforcement can see victim services in the area they are in. This is shared in trainings.
 - The American Bus Association is looking to identify trafficking indicators around which protocols could be created (e.g., minor who didn’t buy their own ticket).

PROTOCOLS AND POLICY SUBCOMMITTEE REPORT

At 11:21 a.m., Kristen Joyner, Chair of the Protocols and Policy Subcommittee, presented the draft Subcommittee report. She noted that to develop the report, the Subcommittee reviewed information on existing agency policies, protocols, and strategies to combat human trafficking. These included policies from the DOT Operating Administrations, Polaris, and End Child Prostitution and Trafficking (ECPAT). The Subcommittee found that the policies had common themes but also addressed specific needs from mode to mode.

The Subcommittee found the following gaps in existing policies and protocols:

- There is not a consistent “line on the sand”, zero tolerance policy for transportation agencies and organizations.
- There is no single method for reporting suspected cases to law enforcement and service providers.
- Victims face barriers to leaving trafficking situations and starting new lives, and policies could help them during transition.
- Training is not always victim-informed or industry specific.
- Protocols could be developed around emerging technologies that could help with identifying potential victims.

- There is no nationwide, cohesive effort to combat human trafficking in the transportation sector. State and federal activities are somewhat disjointed, and there are limited funding opportunities.

The Subcommittee's recommendations are still evolving and will be informed by the other Subcommittee reports. Ms. Joyner noted that the Subcommittee's recommendations will be grouped into three main themes:

- Develop an informed national policy on zero tolerance at every level of government and business.
- Develop policies and protocols on data collection and reporting. Organizations may have a local or sector-specific protocol, but should also report to the National Human Trafficking Hotline so that consistent information gets reported from the local to national level.
- Increase funding to transportation agencies and for additional staff at U.S. DOT to develop sector-specific resources and training materials.

DISCUSSION AND DELIBERATION

At 11:48 a.m., the Committee began discussion and deliberation about the Protocols and Policy Subcommittee report. The Committee provided the following comments and questions (Subcommittee responses below each question):

- Paul Anderson, President and CEO, Port Tampa Bay, stated that there is very little information available on what ports have in place for training or protocols. Since the first Committee meeting, Port Tampa Bay developed a training and toolkit for all ports in the United States. This includes a draft proclamation for a board to adopt sample policies and handouts. The resources include information from TAT that was modified to address issues at ports.
 - Port Tampa Bay hosted security directors from around the country for a meeting, and had a presentation on human trafficking awareness. Port of Tampa Bay also reported that they get some of their highest social media attention from human trafficking issues.
- Nicole Clifton, Vice President of Global Public Affairs for UPS, recommended that both governors and state attorneys general receive the final Committee report. She also noted that the National Association of Attorneys General can help to identify the right contacts.
- What are specific protocols that the Subcommittee recommends?
 - The Subcommittee recommends zero tolerance policies for government, private companies, and in contracts. ECPAT has model zero tolerance policies.
 - For reporting protocols, there are examples of local and industry-specific policies, such as Amtrak reporting to Amtrak police. The Subcommittee recommends that organizations have a reporting protocol for suspected cases, and that the protocol should include getting the information to the National Human Trafficking Hotline if the reporting protocol uses a different method.

- Mr. Lorenzen noted the need for a funding stream, and asked if the Subcommittee recommended any potential funding streams.
 - In existing formula and incentive grants for state and local agencies, there is not a lot of flexibility on using the funding for anti-human trafficking activities. The Subcommittee recommends adding flexibility to these grant programs, while still requiring agencies to show results.
 - The Subcommittee considered whether there could be private sector incentives to encourage employee training and reward companies that are promoting counter-human trafficking protocols and policies.
- Ms. Park asked if the Committee report could address direct services for survivors. In the United States, there is a lack of funding for direct services. Although direct services are not transportation specific, they help survivors to avoid re-trafficking.
 - The Subcommittee approached their report through a transportation lens. The report addresses assisting survivors to gain employment in the transportation industry.
 - A21 has found that employment for survivors should not happen in a vacuum, and should happen in combination with other services such as housing and childcare. One suggestion is for transit agencies or airlines to provide vouchers to assist direct service providers. This was a recommendation from the Training and Awareness Subcommittee, but fits better under Protocols and Policy.
- Did the Subcommittee suggest or recommend any legislation?
 - The Fixing America’s Surface Transportation (FAST) Act included a provision to allow counter-human trafficking activities through the Federal Motor Carrier Safety Administration (FMCSA) commercial motor vehicle inspection program funding, but there are a lot of restrictions on how the funding can be used. To add more flexibility this law would need to be modified.
 - The Subcommittee is going to recommend an increase in funding for anti-human trafficking activities across different sectors at the federal and state levels.
- Ms. Lederer reiterated the need to ensure the work of the Committee, as well as each Subcommittee, is survivor-informed.
 - Ms. Joyner provided examples where survivor-informed messaging was used. One example of a survivor-informed awareness campaign is a series of posters that TAT developed for buses that were created by survivors.
 - One recommendation is for survivors to be consulted and paid for their time. Relevant groups to coordinate with include:
 - Federal level – State Department, National Survivor Network, or survivor-led NGOs
 - State level –state advisory committee with survivors participating.

At 12:34 p.m., the Committee took a break for lunch, and reconvened at 1:33 p.m.

DHS PRESENTATION: COOPERATION AND COUNTER-TRAFFICKING

At 1:35 p.m., Gregory Nevano of Immigration and Custom Enforcement's Homeland Security Investigations' (HSI) division presented on his agency's efforts to combat human trafficking. HSI works to target transnational criminal organizations, including narcotics, financial crimes, and human trafficking.

Mr. Nevano noted that HSI's victim-centered approach to combating human trafficking includes:

- Prevent: Develop and partner on awareness campaigns, such as the Blue Campaign.
- Protect: Trained forensic interview specialists and victim assistance specialists interview victims to provide them with services and obtain the information needed to prosecute cases.
- Prosecute: Bring criminal cases against those suspected of trafficking.
- Partner: Work with local NGOs, police departments, and other organizations on all human trafficking efforts.

Mr. Nevano noted that sex trafficking represents 97 percent of the cases that HSI prosecutes. Labor trafficking cases are recognized through identifying suspicious behavior, such as employees sleeping in a back room, on work site audits. HSI anticipates that labor trafficking cases will increase in the future because of increased awareness.

Mr. Nevano described the differences between trafficking and smuggling. Although smuggling is voluntary, it can quickly turn into a human trafficking situation through exploitation during smuggling. In addition, the commonality between trafficking and smuggling is that they both involve lucrative, illicit, organized criminal networks.

HSI targets human trafficking through financial expertise and relationships with the banking industry. They also work with DOT and Customs and Border Protection on the Blue Lightning Initiative to train airline staff, and with the Blue Campaign to conduct outreach on trafficking indicators and receive approximately 50 Blue Lightning tips annually. HSI also targets human trafficking at the Super Bowl, and in both 2018 and 2019 rescued victims and made dozens of arrests.

Mr. Nevano concluded his presentation and answered questions from Committee members:

- Ms. Park noted that it is often challenging to find actionable proof for labor trafficking, and often suspects are charged with other crimes that are easier to prove. Mr. Navano agreed with this, but noted that cases of labor trafficking are increasing.
- Ms. Paris inquired about the prevalence of fraudulent identification documents and the potential of transportation personnel to intervene (e.g., at licensing counters). Mr. Navano brought up the Blue Campaign as an example and called for more training and partnerships between agencies.
- Michelle Guelbart, Director of Private Sector Engagement, ECPAT-USA asked about the procedure for a case occurring outside of the United States. Mr. Navano noted the existing Transnational Criminal Investigative Units, where HSI will train members of law enforcement in other countries to deal with human trafficking cases, as well as provide necessary resources. He also noted that U.S. Embassies in countries across the globe are a good starting place for reporting trafficking involving U.S. citizens abroad.

RESEARCH, ANALYSIS, AND INFORMATION SHARING SUBCOMMITTEE REPORT

At 2:14 p.m., Nicole Clifton, Chair of the Research, Analysis, and Information Sharing Subcommittee, provided an overview of the Subcommittee report. The Subcommittee was tasked to identify best practices to improve research, data collection, analysis, and information sharing regarding the frequency and scope of human trafficking within the transportation industry. To develop the report, the Subcommittee reviewed existing literature on data and information sharing. They found that there is currently a lack of information about how human trafficking intersects with transportation. To inform the report, the Subcommittee also visited the National Center for Missing and Exploited Children (NCMEC) to see how data is collected. They will also be holding their next meeting at Polaris.

The Subcommittee found that there is a need for increased resources and funding on data collection. Data collection is vital to combatting human trafficking, but faces complex challenges. Data gathering is fragmented and expensive, and there are barriers to sharing data across entities. In addition, many law enforcement and victim services organizations do not consider data sharing a priority. Their first priority is victim assistance or prosecuting cases, and there is not often capacity for reporting data.

The Subcommittee emphasized that the absence of good and clear data should not stop progress in combatting human trafficking through the transportation industry. Even if data is limited, there are clear links between human trafficking and transportation.

The Subcommittee report includes the following recommendations:

- Conduct a survey of transportation professionals to establish a baseline of knowledge and to evaluate effectiveness of training.
- Establish trafficking indicators by mode, and share these widely.
- Increase funding for NGOs so that they can hire staff, data analysts, and case workers. Call centers are not just responsible for collecting information, they are also case workers, so more resources are needed.
- Improve coordination with local law enforcement agencies on data collection. Explore whether local agencies could report statistics to Polaris on a quarterly basis.
- Educate NGOs on why data sharing matters, while listening to NGOs on why data sharing barrier exists.

Ms. Clifton stated that the next steps for the Subcommittee are to continue to work on understanding barriers to sharing information, consider how to engage and mobilize organized labor, and think about how technology can help with data collection and sharing.

DISCUSSION AND DELIBERATION

The Committee discussed and asked questions about the Research, Analysis, and Information Sharing Subcommittee report. The Committee provided the following comments and questions (subcommittee responses below each question):

- One Committee member noted that airline employees have expressed frustration that they lack feedback on whether a reported tip was received and acted upon. In addition, follow-up can be difficult because airline employees are so transient.
- Another Committee member asked if there is any way of using data from 911 calls for reporting?
 - This is a potential option, but there is a lack of funding and staff capacity to get this data.
- Mr. Lorenzen asked if the Subcommittee could recommend that State DOTs collect data, and raised the possibility of linking reporting requirements to Federal transportation funding to the States.
- Ms. Lederer stated that there are many obstacles to gathering accurate data sets on human trafficking prevalence. However, she noted that the lack of perfect data should not be a barrier to the effort against human trafficking. Non-traditional data can also provide useful information, such as data from survivor surveys.

At 2:38 pm, Vice Chairperson Burtwistle asked for additional comments and suggestions before submitting the Subcommittee reports.

- Ms. Lederer noted that there is no office within DOT that is solely focused on human trafficking, which many other federal agencies do have,, and recommended an increase in resources for this purpose.
- Ms. Joyner noted the importance of the victim-informed perspective that should be employed in all of the Committee’s work.
- Ms. Park suggested that the final Committee report be disseminated to the U.S. government interagency. DAS Short noted that DOT participates in the Senior Policy Operators Group, the interagency mechanism that coordinates the issue of human trafficking across the federal government. Once the report is completed, it will certainly be provided to the interagency through this mechanism. He also noted that it will be disseminated to state and local officials and Congress as required by legislation. Lastly, the report will also be published on our website.

TRANSPORTATION RESEARCH BOARD PROJECT ON HUMAN TRAFFICKING (NCHRP 20-121)

At 2:44 p.m., Christine Baglin, Senior Principal at Data Systems Analysts, provided an overview of the National Cooperative Highway Research Program (NCHRP) project 20-121: State DOT Contributions to the Study, Investigation, and Interdiction of Human Trafficking. The project involves distributing a survey to State DOTs. The study is currently in progress. Thus far, about half of the States have provided responses. Ms. Baglin presented the preliminary results.

The survey included significant background information to provide a common knowledge base for respondents as they took the survey. It also asked participants about research needs. The survey is organized around four program areas: prevention, prosecution, protection, and partnership. To date, the survey has found low levels of State DOT engagement in combatting human trafficking. Respondents identified what they need to better use transportation resources

to combat human trafficking; the most common needs were an understanding of the State DOT role in combatting human trafficking and tools and best practices.

Ms. Baglin stated that Phase 1 of the project involves scoping what may be useful and effective for state DOTs, identifying other research that is needed, and (based on the tools and practices identified) confirming the type of work products - guidance, training materials, etc. - that should be produced in Phase 2. A Transportation Research Board (TRB) expert panel reviews, makes suggestions to, and approves a revised work plan, then the project team will develop the agreed-to work products in Phase 2.

A Committee member asked if there are opportunities for a follow-up survey to gauge whether there has been an increase in State DOT activities to combat human trafficking. Ms. Baglin replied that this is a possibility, but it will depend what the panel may agree to in advance of, or in approving, the Phase 2 work plan.

PUBLIC COMMENTS

At 3:12 p.m., Chairperson Bailey opened the floor for public comments or questions.

- Rochelle Keyan, CEO of Collective Liberty, an organization focused on helping law enforcement disrupt human trafficking, noted that she felt that there were several gaps in the discussion:
 - Highway interdiction and working with state police and local law enforcement to disrupt human trafficking.
 - Local law enforcement perspectives.
 - Survivor perspectives should be involved in this stage. The National Survivor Network can be a resource.
 - Developing indicators of labor trafficking.
- Ms. Keyan noted that Collective Liberty is in the process of analyzing information from survivors on transportation, and overlaying that with national travel routes to identify hot spots. She offered to share this resource for the Committee.
- Rebecca Ortega of the Federal Motor Carrier Safety Administration (FMCSA) stated that she is worried about the use of technology for an older workforce of truck drivers. She recommended that the Committee take this into consideration when developing training recommendations.

NEXT STEPS AND CLOSING

At 3:22 p.m., DAS Short described the next steps and timeline for the Committee. Subcommittee meetings will take place in March, and Subcommittee reports are due April 1, 2019. The first draft of the Committee report will be discussed at the next Committee meeting, which is tentatively scheduled for May 16, 2019.

Chairperson Bailey concluded the meeting at approximately 3:24 p.m.

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