Supply Chains are Broken

• U.S. supply chains are under duress
  • Ships are at anchorage on the West and East Coasts
  • Ocean freight rates Asia-U.S. up 900%
  • Empties for U.S. exports are not available
  • Labor shortages – highlighted by truck driver shortages
  • Fuel prices
  • General inflation
  • Geo-political conflict
  • Goods out of Stock
Generational Supply Chain Shifts

• Inland Empire 1970’s Before massive shift of manufacturing to China

• BY 1990 Ports of LA/LB become nations busiest

• 2000 West Coast Strike shifts significant volumes to East Coast Ports

• 2020 after NAFTA passage 60,000 trucks cross U.S./Mexico border daily
Next Sea-Change for U.S. Supply Chains is Here

Major Market Drivers have been identified
1. Acceleration of nearshoring to Western Hemisphere
2. Drought in west shifting agricultural sourcing to Latin America
3. 1 in 16 US citizens (18 million) live between Miami/Orlando
4. Geo-political adversity with China and supply chain security
5. Truck congestion and costs at US/Mexico border
6. High freight rates for US/Asia Ocean shipment
7. Labor shortages
8. Fuel costs
9. Environmental and Social drivers
10. Product shortages
11. Lack of supply chain capacity for US Exports

Infrastructure Grants once in a generation opportunity
Resiliency & Supply Chain Improvements
PortMiami is accelerating the development of its visionary and transformational program to develop the nation’s first end-to-end net zero carbon emission supply chain in line with the County’s 2030 50% emissions reduction goal, while also working towards the County’s economic development goals.

The Infrastructure Investment and Jobs Act (IIJA) is an unprecedented opportunity to solve supply chain congestion, disruption and double-digit cost increases

- With environmental justice (electrification of the supply chain)
- Social justice (in underserved area and workforce training)

- A $1.2 trillion package with $17.5 billion dedicated to ports
- PortMiami seeking $400-$500 million in grant funding over 5 years
- Including the MEGA Grant Program
Need

Cargo Demand is growing at double digit rates
• CA, GA, VA, NY are congested with ships at anchor for weeks
• Central/South Florida population reaching 18 million residents
  • Plus serving the consumption of 120 million annual visitors
• Companies are nearshoring in reaction to China and Eastern Europe
• More fruits and vegetables will come from Latin America instead of S.W. U.S.
• More sustainable infrastructure needed
• Labor shortages require more efficient rail served supply chains
Overview On-Port Net Zero Infrastructure

ON-PORt PROGRAM

1. Electric Tug Boats
2. Shore Power
3. Super Post-Panamax Electric Gantry Cranes
4. Cargo Yard Modernization
   - Automated Truck Gates Project
   - Electric Rubber Tired Gantry
   - Conversion of Yard Equipment to Electric
   - Electric Reefer Expansion
5. Rail yard Capacity Upgrades
   - Rail yard Expansion
   - Wide-Span Rail
6. Electric Locomotives
7. Co-Generation Facility and Other Renewable Energy Sources
Cargo vessels assisted to berth by hybrid electric tugs and then plug into shore power.

Cargo is transloaded by electric container handling equipment.

Cargo is transported to Inland Port via electric locomotives in partnership with FEC.

Electric container handling equipment and technology for innovative operations.

Final delivery to distribution centers on electric truck fleet.

- Estimated Total Program Cost: $700-800 million
- Costs shared among PortMiami, port partners, and federal/state grants.
An Inland Port will significantly increase Miami-Dade County’s regional economic competitiveness, boosting cargo capacity and with expanded access to every major Florida market. (Orlando, Tampa, Ft. Meyers, Naples, Ft. Lauderdale, Palm Beach, Tampa)

PortMiami evaluating Inland Port locations inside the County and a Regional location outside the County.

An Inland Port provides at least a 50% increase in container volume capacity, driving economic growth in Miami-Dade County and increasing the Port’s regional reach.

Business partnership opportunities with major online retailers, international firms, and more.

1 – Site within Miami-Dade County
2 – Site between MDC and Orlando (e.g., Hendry County)
3 – Site near Orlando/Tampa market (e.g., Titusville)
Advantages to South Florida/Miami as the hub for American-made products shipped to Latin America and the Caribbean:

- Ideal Location for Export Consolidation
- Savings with larger vessels
- Expanded Services
- E-Commerce
- Near Shoring
- Security
- FTZ Warehouses

Targeted US Exports

<table>
<thead>
<tr>
<th>Beef/Poultry/Pork</th>
<th>Prepared Food &amp; Dairy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidated Cargo</td>
<td>Household Products</td>
</tr>
<tr>
<td>Machinery</td>
<td>Beverages</td>
</tr>
<tr>
<td>Cereal</td>
<td>Motor Vehicles</td>
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</tbody>
</table>

American products bound for big box stores:

**Walmart**

- 2,703 Walmart stores in Mexico
- 864 Walmart stores in Central America & 382 stores in South America

**PriceSmart**

- 27 PriceSmart stores in Central America
- 13 PriceSmart stores in the Caribbean & 9 PriceSmart stores in South America
Western Hemisphere Growth Opportunities

PROJECTIONS
PortMiami handled 1,254,062 TEUs of containerized cargo in 2021. According to the Port’s 2035 Master Plan, the demand for containerized cargo handling is projected to be between 1.8 million and 3.2 million TEUs in international trade by 2035.

USDA GROWTH IN IMPORTS
The USDA estimates that food imports will likely continue to increase and that by 2027, 75 percent of fruit and almost half of US vegetables will likely be imported, and PortMiami being the closest port to the growing regions of Latin America and the Caribbean, with improvements, we will continue to serve and growth as the preferred perishables gateway into the US.

NEARSHORING AND CONGRESS/DC AGENCIES
Regarding increases in nearshoring, it is important to note that Latin America and the Caribbean share a cultural affinity with Miami, have demonstrated cost-effectiveness in both labor and transportation, along with a growing talent pool that will continue to attract new manufacturing to the Western Hemisphere. Congress has made nearshoring, or friend shoring, a primary foreign policy objective, introducing legislation such as HR 7579, the Latin American Nearshoring Act that provides low interest financing for nearshoring to lessen the United States dependence on manufactured products from China. Following the lead of Congress and the Administration, the Inter-American Development has made nearshoring a priority in countries such as Colombia and Chile. In addition, the Association of Latin American Free Zones (AFZA) launched Relocate LATAM, a specialized platform for reshoring, nearshoring and offshoring and a 2020 Gartner survey found that a third of 260 leading global companies plan to move part of their manufacturing out of China by 2023, thus the shift is on modernization of PortMiami’s infrastructure/logistics chair can help accelerate this win-win proposition of nearshoring.
Far-Reaching Local, Regional and National Benefits

**ECONOMIC DEVELOPMENT**
- Land re-zoning for designated Distribution Centers
- Offices / Maintenance Facility
  - FY23-29
  - $20M

**RESILIENCY**
- Electric Vehicles / Equipment Charging Station
- Solar Parks (Agrofuels)
- Cargo Facility
- Reducing Coastal Erosion through Tree Canopy
  - Foster Arboretum
  - WMF Area
  - UFS Direct Security
  - Drainage / Wetland
  - FY23-29
  - $110M

**EQUITY**
- Workforce Training
- Labor Support
- Acquisition of Land in Underserved Areas
  - Broadband
  - FY23-29
  - $25M

**TECHNOLOGY**
- Port Yard Replacement
- Phytoremediation Treatment and Cold Chain Processing
- OSR on Island Farms
- Federal Inspection Facility Off-Port
- Claims Management facility
- Swine Decontamination
- Traffic Reduction
  - FY23-29
  - $100M

**TRANSPORTATION**
- US-27 Improvements
- New Rail Corridor
- Internal Port Improvement
  - FY23-29
  - $50M

**ELEMENTS**
- Economic Development in partnership with national retailers, e-commerce firms and more
- Resiliency Improvements to mitigate impacts of climate change, sea level rise, and environment
- Equity Progressing underserved communities by investing in labor, work force training, apprenticeships
- Technology improvements in cargo operations to increase efficiencies leading to increased capacity and safety
- Transportation investment in highway and rail eliminating bottlenecks and improving goods movement
Inland Location Concept Design

Inland Port/Export Consolidation Concept

- 200 Acres
- 500,000 container capacity at full buildout
- Rail served (electric train shuttles)
- Solar farm
- Work force training center
PortMiami has received support from key partners, stakeholders, and potential business partners, including:

- Cargo partners
  - CMA CGM
  - Ports America
  - Seaboard

- Existing and potential business partners
  - City Furniture
  - Port of Barranquilla, Colombia
PortMiami Creating
Green Partners in Trade
The NetZero Cargo Supply Chain Program will transform PortMiami by developing the nation’s first end-to-end net zero carbon emission cargo supply chain, delivering goods from ship to shore to distribution centers via electric intermodal transportation.

- Provision of **SHORE POWER** for vessels at port.
- Development of an **INLAND PORT** and **EXPORT CONSOLIDATION CENTER** to act as an intermodal distribution hub.
- Conversion to **ELECTRIC CARGO** handling equipment and transportation.
- Expansion of **RAIL INFRASTRUCTURE** and **OPERATIONS**.

**EXPORT CONSOLIDATION CENTER**

PortMiami as the hub for American-made products shipped to Latin America and the Caribbean:
- Ideal Location for Export Consolidation Point
- Opportunities for Nearshoring
- E-Commerce
- FTZ Warehouses
- Savings with Larger Vessels

**P3 LEVERAGE**

Program has received financial support from:
- Existing cargo operators
- Interested potential business partners
- State grant funding

**INNOVATIVE SOLUTIONS**

**ECONOMIC DEVELOPMENT**

Increased cargo capacity, speed to market, competitive cost, business opportunities.

**EQUITY**

New well-paying, green jobs.

**SUSTAINABILITY**

Reduced emissions, electric vehicle and equipment charging, solar farm at inland port.

**TECHNOLOGY**

Innovative technology to improve operations.
Development of a new inland port to increase cargo volume and capacity, boosting PortMiami's regional economic competitiveness and expanding access to Orlando and Tampa markets. An inland port would allow the Port to increase container volume in excess of 50%.
2022 Food Policy Council Meeting Dates and Times

17th MAY 2022 10 am
7th JUNE 2022 9 am
21st JUNE 2022 10 am

Any learning priorities, technical assistance or topic requests that would be helpful to learn more about?
Please email: aodeh@swfrpc.org
Meeting Agenda

- Complete Journey Map Activity
- Healthiest Cities and Counties Challenge (HCCC) Updates
- Southwest Florida Regional Planning Council (SWFRPC) Updates
- Partner Organization Updates
- Next steps and asks
- Action Items
## Community Guidelines

- We all belong here; we each have a role in tending this space
- Speak only for ourselves, make space for others to speak
- Limit multi-tasking
- Be aware of who is missing in each conversation
- Remember that no one has a monopoly on truth, and everyone’s experience is valid
- Critique ideas and not people
- Listen to our bodies and tend to their needs
- Give some grace for technical and logistical difficulties
- Aim for connection, not perfection
What is a journey map? A journey map is a way to look back on the work you have done to remember the steps you took early on in your project. It helps you to remember the progress you have made along the way. It can also help you to look forward to the future of your work.

Why make a journey map? The HCCC community interviews will be discussions that both look back on your journey over the last two years and look forward to what steps come next to fix food access or health care access issues in your community. This activity will help you brainstorm what you want to talk about in the interviews. We may even share pictures of your journey maps on our final website!
Southwest Florida Regional Planning Council

The Southwest Florida Regional Planning Council (SWFRPC or “Council”) was created by an interlocal agreement between Charlotte, Collier, Glades, Hendry, Lee and Sarasota Counties in 1973.

Focus Areas:

• Regional Conveners
• Transportation
• Quality of Life
• Emergency Preparedness
• Economic Development
Outreach and best practices presented from the following Florida Counties:

1. Alachua County
2. Pasco County
3. Hillsborough County
4. Pinellas County
5. Manatee County
6. Sarasota County
7. Martin County
8. St. Lucie County
9. Palm Beach County
10. Orange County
11. Dade County
<table>
<thead>
<tr>
<th>University of Florida Institute of Food and Agricultural Services (UF/IFAS) Cooperative Extension Service, including Southwest Florida Small Farmers Network</th>
<th>University of Florida Institute of Food and Agricultural Services (UF/IFAS) Family Nutrition Program (FNP), including USDA’s Supplemental Nutrition Assistance Program (SNAP) Education</th>
<th>MEANS Database (Local emergency feeding services)</th>
<th>Mión Peniel</th>
<th>Florida Department of Health (DOH) in Collier County</th>
<th>Florida Department of Health (DOH) Lee County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Florida Department of Environmental Protection (FDEP)</td>
<td>Immokalee Community Redevelopment Agency (CRA)</td>
<td>Collier County Board of County Commissioners (BCC)</td>
<td>Coalition of Immokalee Workers (CIW) and Fair Food Program (FFP)</td>
<td>Collabatory</td>
<td>Collier CARES- Community Application for Resources and Emergency Services</td>
</tr>
<tr>
<td>Collier County Business &amp; Economic Development Division</td>
<td>Collier County Public Schools (CCPS)</td>
<td>Cultivate Abundance (Faith-based organization addressing food insecurity)</td>
<td>Feeding Florida (Harry Chapin, along with other small/local food pantries and food banks)</td>
<td>Florida Gulf Coast University (FGCU)</td>
<td>Blue Zones Project</td>
</tr>
<tr>
<td>School District of Lee County</td>
<td>Healthy Lee Coalition</td>
<td>Wallace Center Food System Leadership Network (FSLN)</td>
<td>Johns Hopkins Food System Network (FSN)</td>
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</table>
Advocacy Strategies

- Lobbying
- Educating Legislators
- Public Education
- Community Organizing
- Coalitions
## Florida Food System and Policy Engagement Topics

<table>
<thead>
<tr>
<th>Topic</th>
<th>Subtopics</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Demographics, Population</strong></td>
<td>Population estimates, Housing, Education, Income and poverty, Employment</td>
</tr>
<tr>
<td><strong>Food Access</strong></td>
<td>Low income and low access, Food environments, Food insecurity, Local food directories, urban agriculture</td>
</tr>
<tr>
<td><strong>Economic, Agriculture, Nutrition</strong></td>
<td>Farm to School</td>
</tr>
<tr>
<td><strong>Economic, Food access, Food Retail</strong></td>
<td>SNAP retailers</td>
</tr>
<tr>
<td><strong>Education, Nutrition Assistance</strong></td>
<td>K12 Schools: Community Eligibility Program (CEP), Free and Reduced Meals, At-risk after school programs, summer food service sites</td>
</tr>
<tr>
<td><strong>Infrastructure, Processing and Distribution</strong></td>
<td>Food Safety, Food chain workers and other essential workers, Food production, Food procurement, Food Processing and Distribution, Food Recovery</td>
</tr>
<tr>
<td><strong>Food Access, Hunger</strong></td>
<td>Pantry and free meal sites, Emergency food provisions</td>
</tr>
<tr>
<td><strong>Financing</strong></td>
<td>Funding for food system needs</td>
</tr>
</tbody>
</table>
Collier County Food Policy Council utilizes Microsoft Teams for Members to stay connected and organized. The platform creates a shared workspace with all conversations, files, and meetings in one place to seamlessly collaborate with team members. This was led by the Food Policy Coordinator to securely store, access, share and collaborate on files. Over the past two years, this has greatly improved inter-agency communication, as there was no previous infrastructure in place for various local food system stakeholders to communicate. By enhancing communication and streamlining processes, team members can easily work together.

If you have any access questions or challenges, please contact: aodeh@swfrpc.org
Florida Food Policy Presentation and Discussion
June 7th, 2022, at 9am

Dr. Robert Kluson, Former UF/IFAS Extension Agent Sarasota County
RIPPLE EFFECT MAPPING SESSION

Florida Agricultural and Mechanical University (FAMU) and the University of Florida (UF)
Community Voices, Informed Choices (CIVIC)

June 21st, 2022, at 10 am
Collective Impact

1. During your time as a FPC member, tell me a story about a highpoint or achievement that you are most proud of?

2. As a result of your participation in the FPC, what new or deepened connections have you had with others (individuals, organizations, businesses)? What did these connections lead to?

3. What unexpected things have happened because of your involvement in the FPC (personal or program-related)?
Next steps and asks

1. Advocate for organizational policy implementation and plan policy recommendation discussions for local food system stakeholders in preparation for Florida Food Policy Discussion with Dr. Robert Kluson on June 7th, 2022, at 9 am

2. Provide support for various food system stakeholder projects and initiatives
   i. CDBG-MIT Food System Stakeholder List

3. Reflect on overall collective impact of Collier County FPC in preparation for Ripple Effect Mapping (REM) session on June 21st, 2022, at 10 am