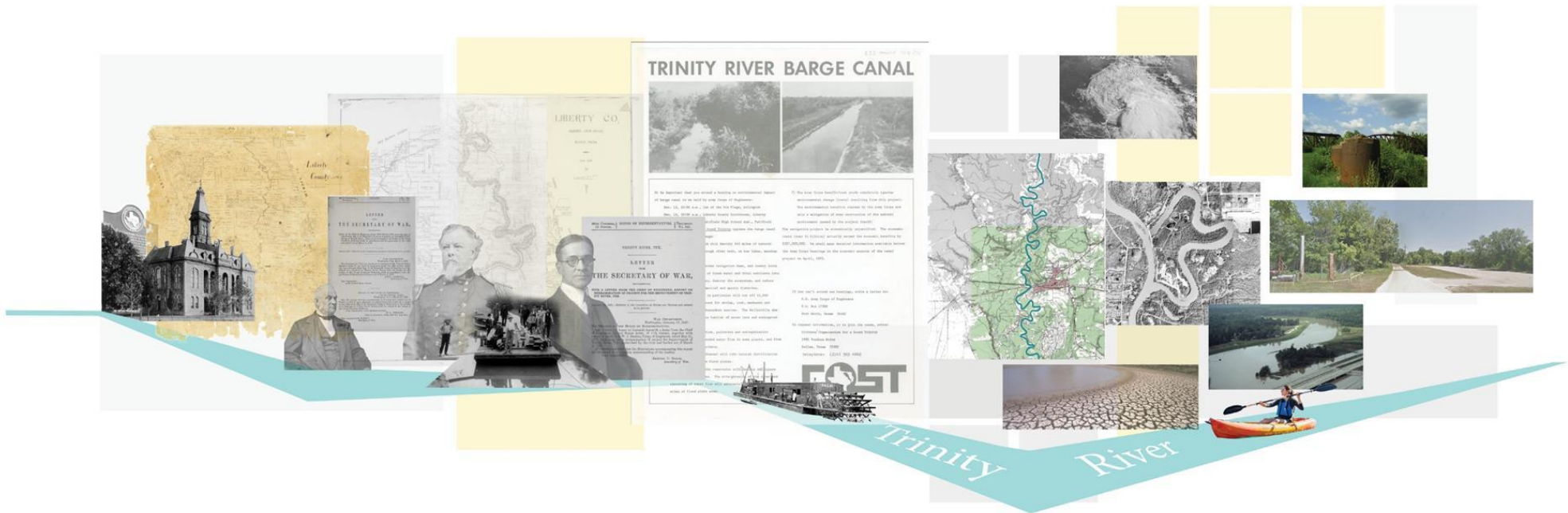


PORT OF LIBERTY VISION PLAN U.S. ARMY CORPS OF ENGINEERS TRINITY RIVER AUTHORITY OF TEXAS



TRINITY RIVER AUTHORITY OF TEXAS

U.S. ARMY CORPS OF ENGINEERS

Agencies

Planning Assistance to the States (PAS) partners:

US Army Corps of Engineers (USACE)

Trinity River Authority (TRA)

Stakeholders and Participants:

Trinity River Authority of Texas

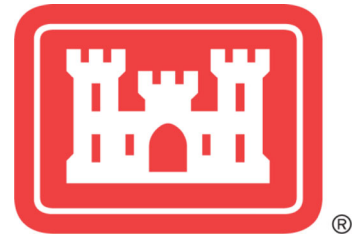
Port of Liberty Board of Commissioners

Chambers-Liberty Counties Navigation District (CLCND)

The Honorable John Hebert Jr., City of Liberty Mayor

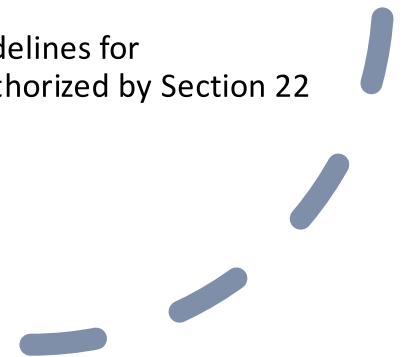
US Fish and Wildlife Service (USFWS)

The Honorable Jay H. Knight, Liberty County Judge



Project Overview

- The Port of Liberty Vision Plan is a collaborative effort developed to illustrate the potential **benefits and constraints of developing a barge port** along the existing oxbow within the industrial area just south of the City of Liberty, Texas. It addresses future land use and strategic development over the next **5 to 20-year** planning horizon.
- The Vision Plan focuses on capturing the potential for a **multi-modal (water, rail, and road) port** that supports **shallow navigation barge traffic** on the Trinity River up to the City of Liberty.
- The Vision Plan was developed in **partnership** with the *US Army Corps of Engineers* (USACE), the *Trinity River Authority* (TRA), and *local stakeholders and the public*, and is a companion document to a **future feasibility study**.
- This Vision Plan falls under the Comprehensive Plan guidelines for the Planning Assistance to the States (PAS) program, authorized by Section 22 of WRDA 1974.



Vision Plan Development

The USACE Technical Team developed the Vision Plan using the following process:

- Review Available Documents and Data
- Strategic Assessment and Visioning Workshop
- Market Analysis
- Predict Alternative Cargo Demand Scenarios
- Facilities Evaluation & Capacity Assessment
- Rail, Highway, and Inland Waterway Access Evaluation
- Identify Development Alternatives
- Capital Program Development
- Plan Document Development



Public/Kickoff Meeting

The U.S. Army Corps of Engineers and the Trinity River Authority hosted a public open house to request public comments toward the creation of a Vision Plan for the Port of Liberty.

The main areas of focus for plan development included:

- Economic development
- Environmental stewardship
- Multi-modal transportation, including Trinity River navigation

Attendees were able to view current maps and ask questions. A 30-day public comment period followed the open house from March 20, 2024, and ended April 19, 2024.



A public open house to learn about the project and contribute comments was held from 5:30 to 6:30 p.m. on March 20, 2024, at the Liberty County - A.J. "Jack" Hartel Building on 318 San Jacinto Street, Liberty, Texas 77575.

As part of the public and stakeholder input process, participants were asked to list the things they liked or didn't like about Liberty and the potential for a port development.

Likes: Specific features that enhance the site and/or present an opportunity to be leveraged.



Opening both sides of oxbow to stream flows can allow for a sustainable port with ecosystem restoration



Regional Ecotourism



Reuse of dredge material and sand pits in northern part of Liberty County can be used for concrete, bottles, coastal reclamation



Export wood pellets



Economic driver



Shells for road base

As part of the public and stakeholder input process, participants were asked to list the things they liked or didn't like about Liberty and the potential for a port development.

Dislikes: specific features that detract from the site and should be removed or mitigated.



- Dredging without maintenance is a problem for keeping the port open
- Water flow will need to be consistent and available all the time (TRA has all the historical data on river flows)
- Next closest boat ramp is Interstate 10
- Railroad bridge alters the flow and sedimentation pattern upstream of the port
- Port is not listed as a port by the State of Texas, will require relisting
- Ecotourism in conflict with port activities
- Flooding a common occurrence, loading docks will need to be elevated
- Opening north end of oxbow removes land bridge and access to oil field, alternative access will need to be provided
- Configuration of the Trinity River is not ideal for efficient navigation as it is narrow and twisty in sections

Vision Plan

The Vision Statement is an *aspirational statement that sets the expectations for the future*. This statement leads the goals, which sets the objectives to guide the implementation of the Port of Liberty.

Based on public and stakeholder input, the following Vision Statement was developed for the Port of Liberty:

The Port of Liberty is a multi-modal transportation facility that supports barge, rail, and road networks for commerce, economic development, recreation, flood mitigation, and environmental preservation through collaboration with private, local, state, and federal stakeholders and partners.

Benefits and Challenges

The public and stakeholders were asked to provide their thoughts on the strength, weaknesses, opportunities and threats (SWOT) for the current conditions of buildings and infrastructure, environmental, and economics components at Liberty, Texas, where the port is being proposed.

Each SWOT category is defined below:

- **STRENGTH** = Assets to keep or replicate
- **WEAKNESS** = Concerns that would hinder desired development
- **OPPORTUNITY** = Opportunity to take advantage of
- **THREAT** = Liabilities to fix or remove

Strength

- Near multiple ports including Port of Gulf Sulfur, Port of Anahuac, Port of Houston, Port of Dayton, Port of Mont Belview
- Port Authority owns land and buildings
- Existing infrastructure of rail and electric substation
- Civilian boat ramp
- Keep Old Hwy 90 bridge for possible restoration

Weakness

- Major flooding which disrupt road systems and civilian access
- Debris could be washed down stream
- Construction on/near wetlands
- Impact on migratory birds and native animals
- UPRR bridge constriction causing erosion
- Streambank setback and erosion
- Low flows in river

Opportunity

- Ecotourism opportunities such as picnic area, kayaking, paddleboarding
- Reconnecting to existing rail network
- Bulk dock facility may divert some barge traffic from Houston

Threat

- Cost of dredge and maintaining dredge going forward
- Widespread flooding results in limited areas for commercial or residential development
- Flood inundation of port facilities

SWOT Analysis: Building and Infrastructure



SWAT Analysis: Environmental

Strength

- Increases access to river for resources and tourism industry
- Federal funding available for environmental restoration
- Ability to set aside certain areas for recreation
- Port provides better and safer access compared to flooded roads

Weakness

- Pollution and negative air quality
- Low flows in river
- Wetlands and ESAs
- Exacerbate erosion
- Impact on endangered species
- Improper dredge management could degrade habitat and contaminate water

Opportunity

- Maintain natural state
- Natural habitat for migrating animals and native animals
- Undisturbed wetlands could benefit wildlife
- Potentially lowering carbon emissions by reducing truck and rail traffic
- Beneficial use of dredge material could promote environmental restoration

Threat

- Poor lighting
- Riverbank erosion
- Need to finance the Port



SWOT Analysis: Economics

Strength

- Open Port of Liberty to Trinity River
- Connect Port of Anahuac to Trinity River
- Allow both facilities to help keep the River open
- Open cut to Liberty (pipe facility)
- Rail into Port – maybe from the east

Weakness

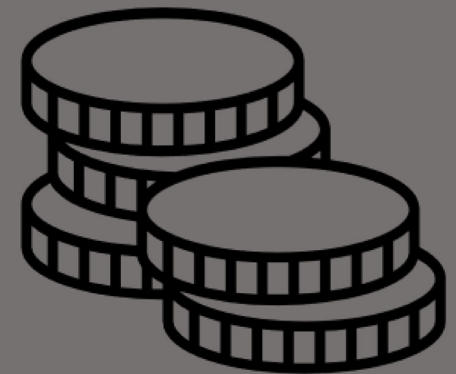
- Trinity River depth and navigation
- Monitoring Electric Company chemicals
- Length of time it takes to get approval to dredge

Opportunity

- Great opportunity for the Port of Liberty and the Port of Anahuac
- Maintaining Trinity River dredge and Anahuac Channel
- Existing industrial businesses that need river access such as Dayton Rail Port
- Existing businesses in the Port such as Moss Bluff exports
- Growth in I-45 and I-69 corridors
- Grants or rail, docks, appurtenances
- Strategic location for economic growth
- Increase jobs availability
- Tax base

Threat

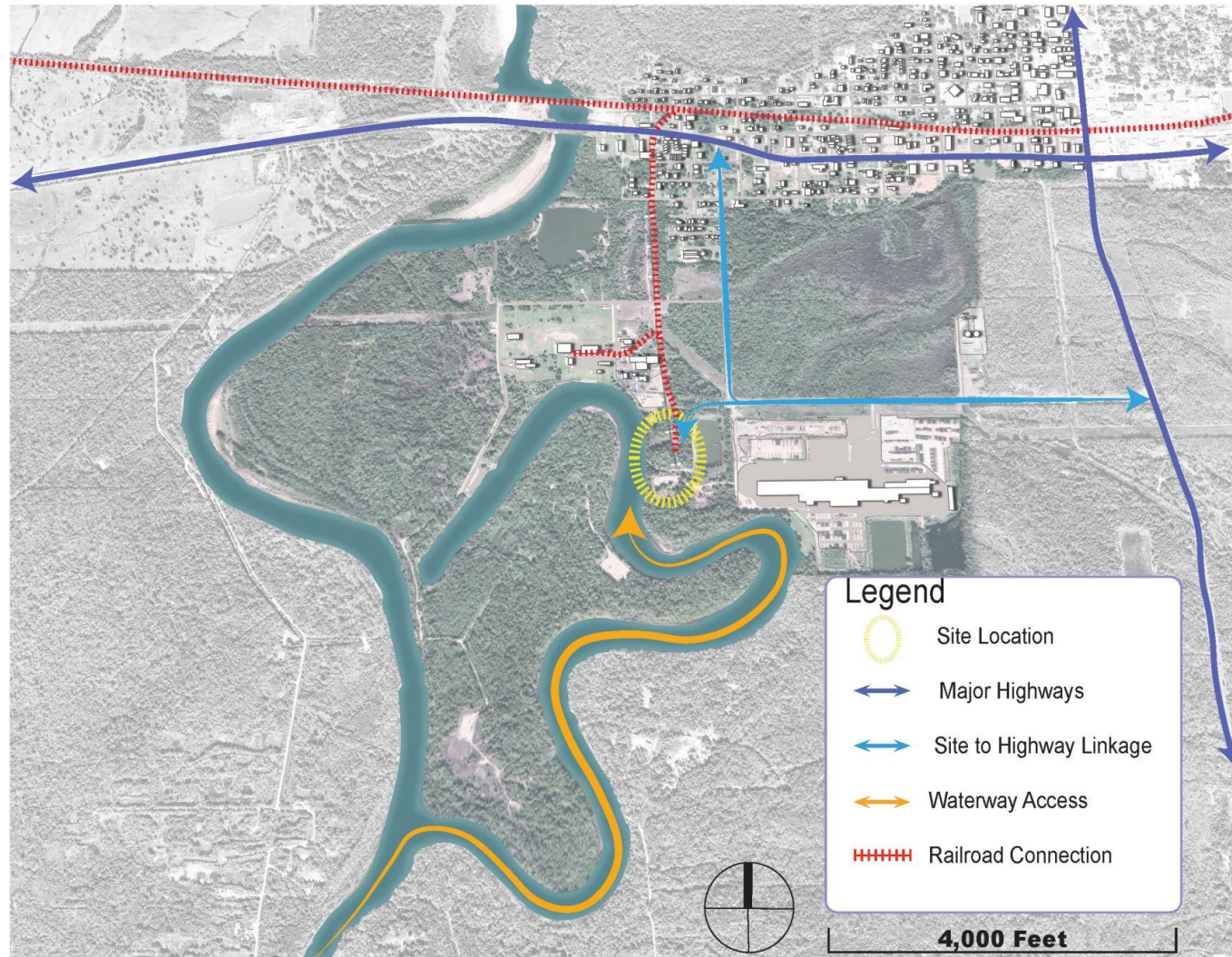
- High cost
- Looking for funding
- Silting of river leading to cost uncertainty
- Railroad connection is large economic cost
- Lack of funding for infrastructure
- Opposition from other Texas Ports
- Lack of Port tenants



Preferred Alternative

Phase I

- Port development on the northwest side of the oxbow
- Purchase of land from the current property owner
- Infrastructure investments
- Current recreational area along the oxbow will be preserved
- Southern end of the oxbow will be opened through dredging to avoid removal of vehicular bridge
- Flood mitigation measures in Trinity River floodway, port site, and surrounding areas
- Port location near existing manufacturing facilities and major roadways, including State Highway 90
- Trucks using the port will have a shorter travel distance to these primary routes
- Roads leading to and from port will need improvements to accommodate increased vehicular traffic
- Existing rail lines will need to be re-established

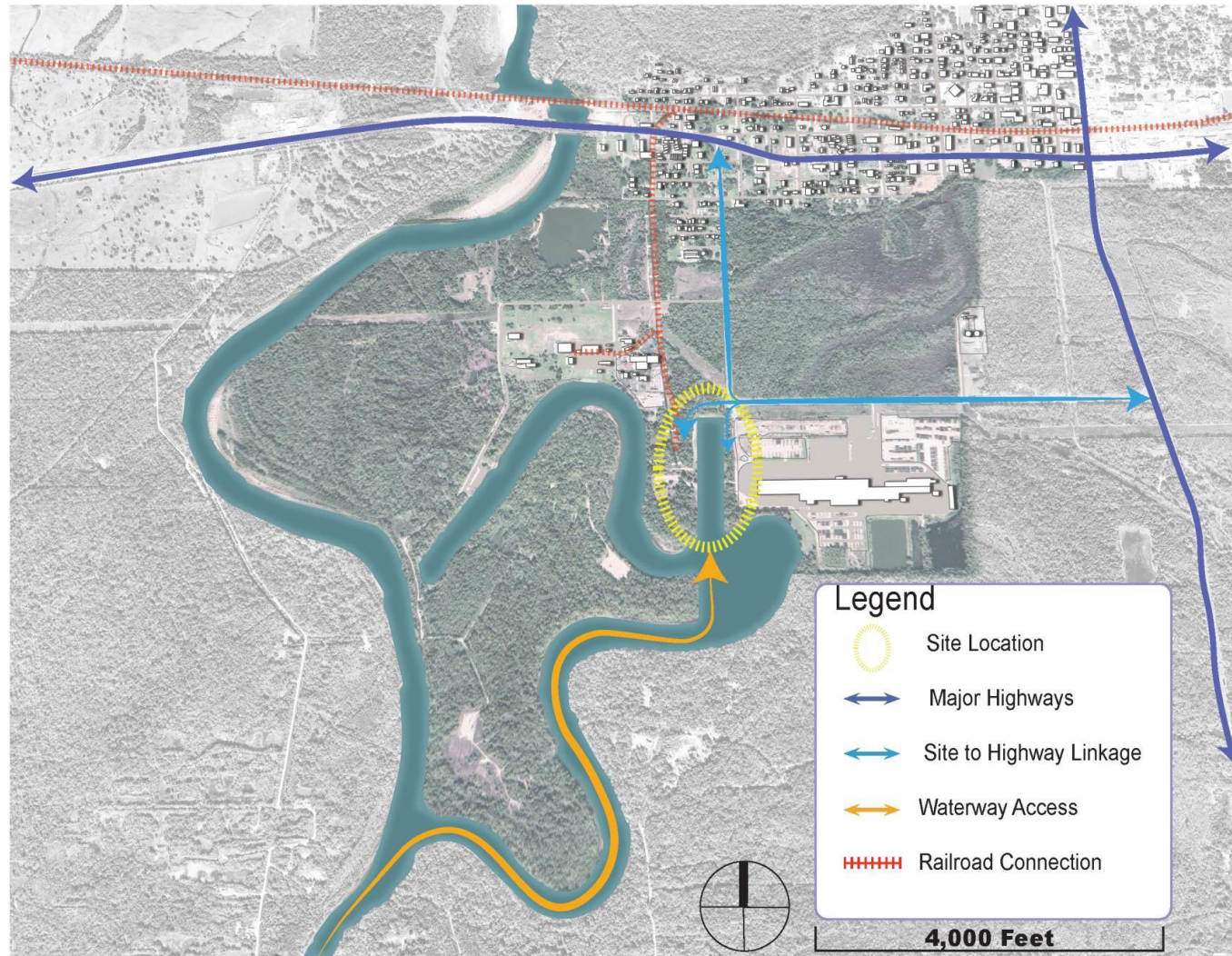


The images and plans presented are conceptual renderings developed to convey the vision of the Port of Liberty. They are for illustrative purposes only and not intended to represent an approved outcome by the U.S. Army Corps of Engineers (USACE) or project stakeholders.

Preferred Alternative

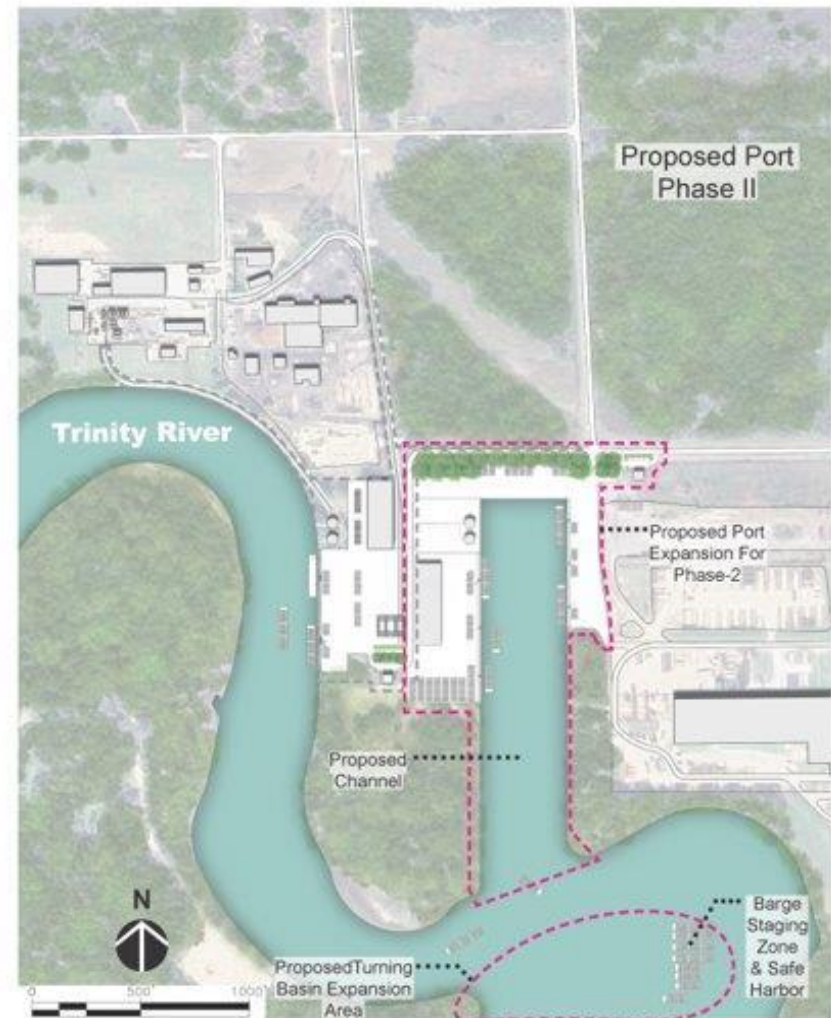
Phase II

- Creation of a channel and turning basin to facilitate two-way barge traffic and onloading/offloading
- New developments to support additional port facilities, warehousing, and storage
- Road improvements and rail re-establishment will continue
- Potential for growth and expansion to the west to support further port development and material storage
- Option for limited future expansion to the north outside of the 100-year floodplain with increased cost for relocating utilities
- Expansion to the east constrained by the adjacent manufacturing and industrial facilities



The images and plans presented are conceptual renderings developed to convey the vision of the Port of Liberty. They are for illustrative purposes only and not intended to represent an approved outcome by the U.S. Army Corps of Engineers (USACE) or project stakeholders.

Preferred Alternative Phase I and Phase II



The images and plans presented are conceptual renderings developed to convey the vision of the Port of Liberty. They are for illustrative purposes only and not intended to represent an approved outcome by the U.S. Army Corps of Engineers (USACE) or project stakeholders.

Recreation and Conservation Vision

- ❖ Publicly Accessible Waterfront
- ❖ Nature-Integrated Boardwalk
- ❖ Scenic Sand Beach & River Access
- ❖ Kayak & Water Recreation Hub
- ❖ Fishing & Boating Access
- ❖ Trinity River Eco-Learning Experience
- ❖ Preserved Native Habitat
- ❖ Trail & Greenway Connectivity



The images and plans presented are conceptual renderings developed to convey the vision of the Port of Liberty. They are for illustrative purposes only and not intended to represent an approved outcome by the U.S. Army Corps of Engineers (USACE) or project stakeholders.