



RANDY WEBER  
MEMBER OF CONGRESS  
FOURTEENTH DISTRICT, TEXAS

March 24, 2023

The Honorable Kay Granger  
Chair  
House Committee on Appropriations  
U.S. House of Representatives  
Washington, D.C. 20515

The Honorable Rosa DeLauro  
Ranking Member  
House Committee on Appropriations  
U.S. House of Representatives  
Washington, D.C. 20515

The Honorable Chuck Fleischmann  
Chair  
Subcommittee on Energy and Water  
Development and Related Agencies  
U.S. House of Representatives  
Washington, D.C. 20515

The Honorable Marcy Kaptur  
Ranking Member  
Subcommittee on Energy and Water  
Development and Related Agencies  
U.S. House of Representatives  
Washington, D.C. 20515

Dear Chairwoman Granger, Ranking Member DeLauro, Chair Fleischmann, and Ranking Member Kaptur:

As you begin crafting the fiscal year 2024 (FY24) Energy and Water Development and Related Agencies appropriations bill, I am respectfully requesting FY24 funding for the Gulf Intracoastal Waterway (GIWW) Colorado River Locks and Brazos River Floodgates Community Project. The entity to receive funding for this project is the Texas Department of Transportation, located at 6230 East Stassney Lane, Austin, Texas 78744.

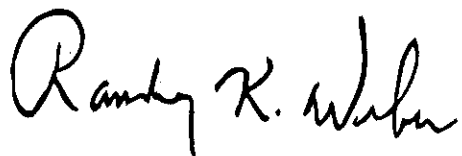
The funding would be used for the GIWW, which is 423 miles long and has two floodgates at the intersection of the Brazos River (Brazos River East and West Floodgates) and two locks where it intersects the Colorado River (Colorado River East and West Locks). On average, 30 million tons of cargo, valued at \$117 billion, passes through the locks and floodgates each year. These locks and floodgates, constructed in the 1940s, are severely outdated, frequently damaged, and too small for modern vessels and barges. The gates require frequent hazard mitigation measures which cause delays, increased emissions, and higher costs for shippers. Barges collide with the structures on average once every 5 days, leading to traffic restrictions while repairs are made. These floodgates are struck more often than any U.S. Army Corps of Engineers (USACE) navigation structure in the nation. This project will construct new facilities with better aligned and wider navigation channels at the Brazos River Flood Gates. This project has a benefit-cost ratio of 2.5.

The project is an appropriate use of taxpayer funds because this project addresses a significant safety issue. The floodgates pass approximately 23,000,000 tons [most recent 2018 USACE draft study] of barged material each year, including food and farm products, autos, petroleum and petroleum products, manufactured goods, equipment, machinery and more.

The project has a federal nexus because the funding provided is for purposes authorized by Division AA of Public Law 116-260, Section 401.

I certify that I have no financial interest in this project, and neither does anyone in my immediate family.

Sincerely,

A handwritten signature in black ink that reads "Randy K. Weber". The signature is written in a cursive style with a large initial "R".

RANDY K. WEBER  
United States Representative