

Gulf Intercoastal Waterway Operations & Maintenance

U.S. ARMY CORPS OF ENGINEERS

BUILDING STRONG®

AUTHORIZATION:

- Various, including P.L. 77-675 (1942) and Section 101(a)(29) of WRDA '96

P2#s:

- 510191

LOCATION: Texas coastal counties from Sabine Lake, TX to Port Isabel, TX



Congressional Member Interest	Key Stakeholder Interest
Senators: Senators Cornyn and Cruz (TX)	Texas Department of Transportation
Representatives: Crenshaw (TX-2), Weber (TX-14), De La Cruz (TX-15), Nehls (TX-22), Cloud (TX-27), Gonzalez (TX-34), and Babin (TX-36)	Gulf Intracoastal Canal Association

PROJECT DESCRIPTION AND BACKGROUND:

- The Texas portion of the Gulf Intracoastal Waterway (GIWW) is a 12-foot to 14-foot-deep, 125-foot-wide shallow-draft channel extending approximately 379 miles from the Sabine River to Port Isabel, Texas, with associated tributary channels. The system includes flood gates and navigation lock structures at the Brazos and Colorado Rivers, as well as mooring basins and buoys at 10 locations along the waterway to support heavy barge traffic.

As of: 03/04/2026

U.S. Army Corps of Engineers – Galveston District
2000 Ft Point, Galveston, TX, 77550

- The waterway provides a critical intermodal link between Texas deep-draft and shallow-draft ports, connecting petrochemical, refinery, manufacturing, and distribution facilities along the coast to national coastal and inland waterways. The entire GIWW from Florida to the Mexico Border had a commercial tonnage of 107.2 million short tons in 2023. The Texas portion of the GIWW attributed to 79 million short tons out of the total tons in 2023.

BUDGET INFORMATION:

FY26 President’s Budget	\$	36,263,000
-------------------------	----	------------

CURRENT STATUS:

- The GIWW currently has no navigation restrictions along the Texas coast.
- Two maintenance dredging contracts are currently active with expected completion of both by September 2026.
- Six additional maintenance actions are under design, including four maintenance dredging efforts and two placement area improvements.
- Mooring basins, mooring buoys, and navigation structures, including flood gates and lock facilities, continue to be maintained to ensure safe and efficient vessel movement.

OUTSTANDING ISSUES / CONCERNS:

- The Brazos River Flood Gates (BRFG) and the Colorado River Locks (CRL) need substantial maintenance repairs.
- Placement area maintenance and capacity management remain essential to support the maintenance of the GIWW and avoid future navigation restrictions.
- Moring basin and buoy maintenance are essential to support barge traffic efficiency and navigation safety.

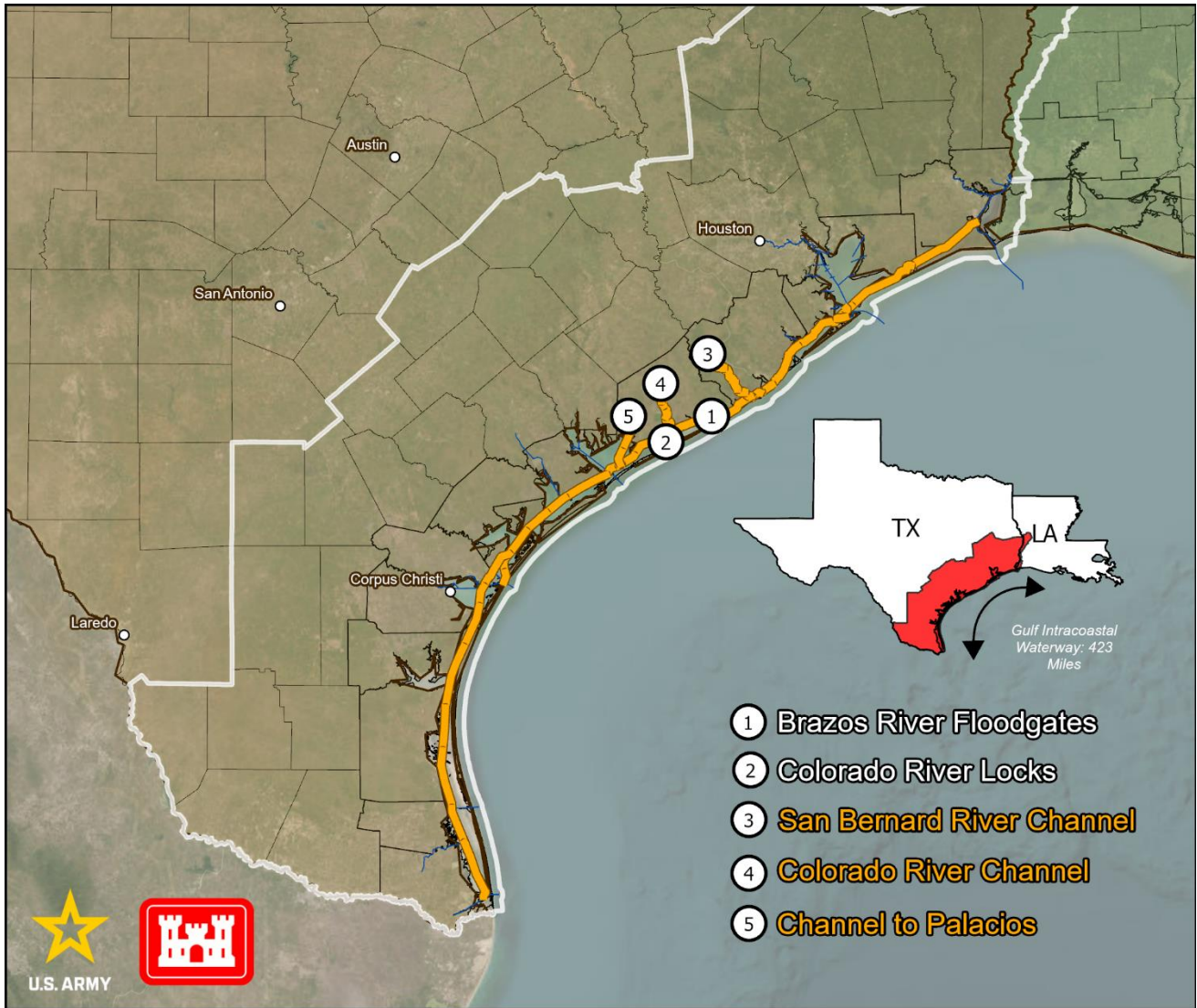
UPCOMING ACTIONS:

- Award and Execute the FY26 maintenance dredging, subject to available funding, to maintain authorized channel depths and preserve navigational reliability across the Texas GIWW system.
- Award and Execute the FY26 placement area improvement contracts, subject to available funding, to maintain sufficient capacity and ensure continuity of the maintenance dredging cycles.

STRATEGIC MESSAGES:

The nation’s navigation channels depend on consistent Operations and Maintenance to remain reliable and fully operational. Channel restrictions reduce vessel efficiency, increase transportation costs, and create bottlenecks across critical manufacturing, energy, and agricultural supply chains that support the U.S. economy.

As of: 03/04/2026



As of: 03/04/2026

U.S. Army Corps of Engineers – Galveston District
2000 Ft Point, Galveston, TX, 77550