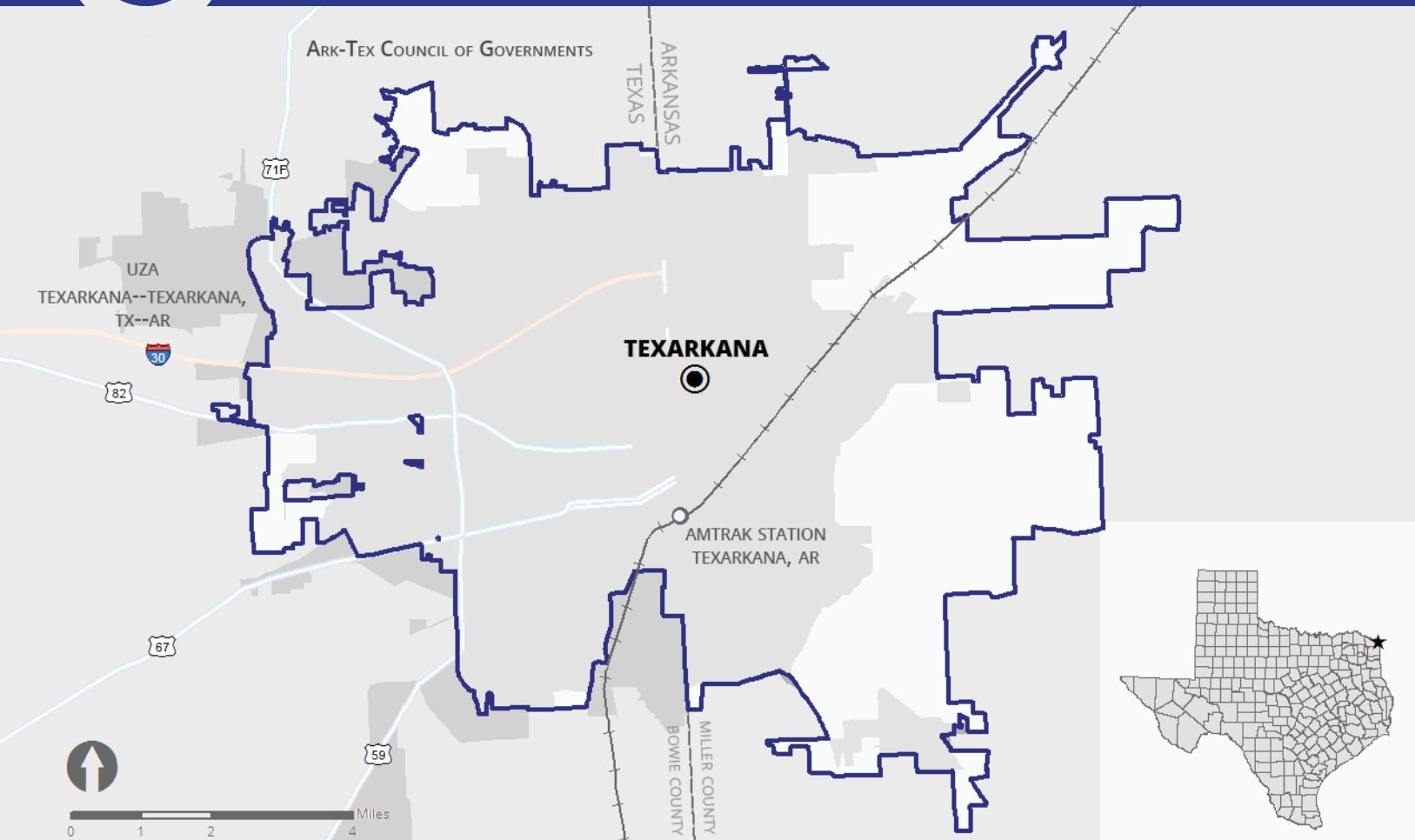




TEXARKANA URBAN TRANSIT DISTRICT



The Texarkana Urban Transit District, known as T-Line, operates fixed-route bus service and ADA paratransit service in Nash, Texarkana, and Wake Village in Texas and Texarkana in Arkansas. In Texas, T-Line is an urban transit district authorized under Texas Transportation Code Chapter 458 and therefore receives Texas state funding. T-Line's service area in Texas falls entirely into Bowie County, covering 85.5 percent of the population and 72.4 percent of the land area¹ of the Texas part of the Texarkana urbanized area. The rural areas of Bowie County are served by the Ark-Tek Council of Governments (ATCOG). T-Line contracts with ATCOG to provide management and fiscal services to the T-Line system, as well as to operate the ADA paratransit service. Amtrak passenger rail stops at the boundary of Texas and Arkansas, and T-Line bus routes provide access to the Amtrak station.

The Texarkana Urban Transit Board is the governing body of T-Line. The board is comprised of two members from Nash and Wake Village; and three members from Texarkana, Texas and Texarkana, Arkansas.



Urban Transit District

- Service Area Population²: 75,342
- Service Area Land Area³: 76.97 Sq. Miles
- Unlinked Passenger Trips⁴: 315,215
- Revenue Fleet⁴: 11 Vehicles



Urban Transit District Services

Service Information



Local Bus Service

Eight routes available in Texarkana, Texas; Nash, Texas; Wake Village, Texas; and Texarkana, Arkansas.

One-Way Fare Structure:

- Base fare: \$1.25
- Discounted fares: \$1.00^a or \$0.60^b
- Free fare^c

Fare Media:



Notes:

^a Children (6-18) and students

^b Seniors (65+) and people with disabilities

^c Children 5 and under



ADA Paratransit Service

Available in areas within 3/4-mile on both sides of the fixed-route service.

Trips must be scheduled at least a day before the day of travel, up to 14 days in advance.

One-Way Fare Structure:

- Base fare: \$2.50

Fare Media:



Operating Time (Excluding Holidays)



Operating Days by Mode



MON	TUE	WED	THU	FRI	SAT	
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MON	TUE	WED	THU	FRI	SAT	
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Operating Hours by Mode

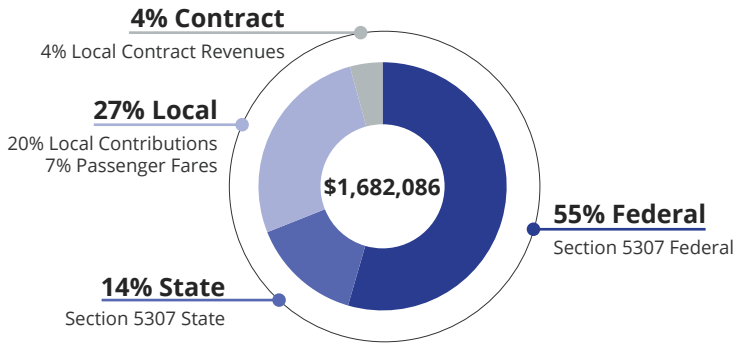




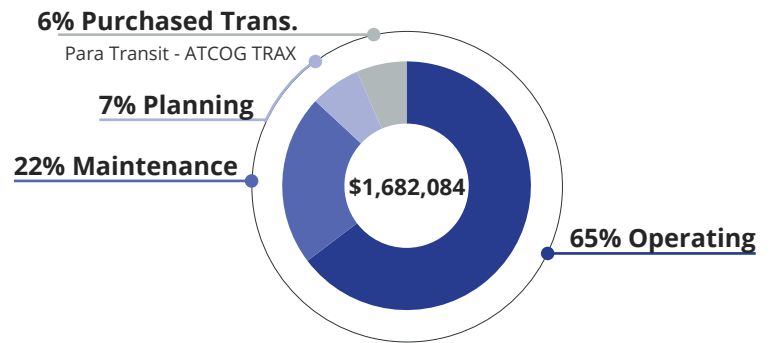
FY 2014 Financial Status⁴



Revenues in Fiscal Year 2014



Expenditures in Fiscal Year 2014

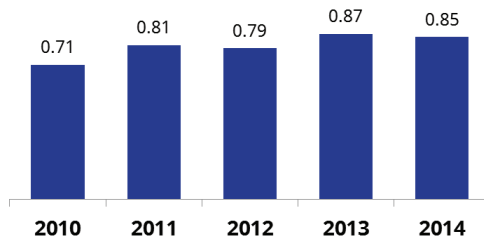


FY 2010–2014 Performance Measures⁴

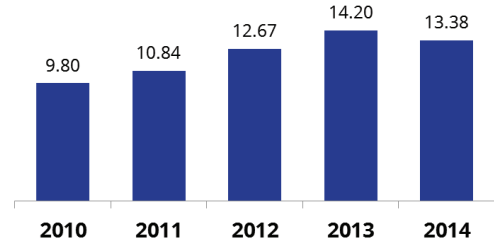


Productivity in the Past 5 Years

Unlinked Passenger Trips
per Revenue Mile

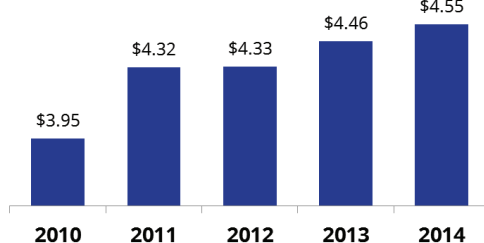


Unlinked Passenger Trips
per Revenue Hour

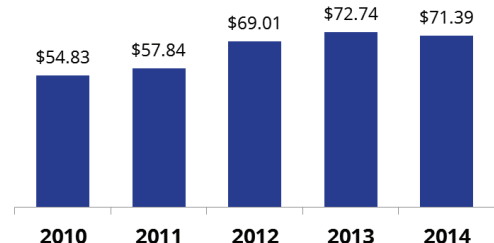


Efficiency in the Past 5 Years

Operating Cost
per Revenue Mile



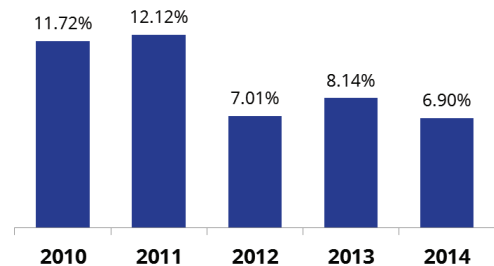
Operating Cost
per Revenue Hour



Operating Cost
per Passenger



Fare Recovery Ratio



Projects in the 2015-2018 STIP⁵

Implementation Year	Project Name	Cost
2015	Operating Assistance	\$686,000
2015	Capital - Preventive Maintenance	\$300,000
2015	Capital - Paratransit	\$80,000
2015	Seniors and Disabled	\$153,000
2016	Operating Assistance	\$686,000
2016	Capital - Preventive Maintenance	\$300,000
2016	Capital - Paratransit	\$80,000
2016	Seniors and Disabled	\$153,000
2017	Operating Assistance	\$686,000
2017	Capital - Preventive Maintenance	\$300,000
2017	Capital - Paratransit	\$80,000
2017	Seniors and Disabled	\$153,000
2018	Operating Assistance	\$686,000
2018	Capital - Preventive Maintenance	\$300,000
2018	Capital - Paratransit	\$80,000
2018	Seniors and Disabled	\$153,000

Data Sources:

¹ Texas A&M Transportation Institute, Urban Gap Analysis using U.S. Census 2010 data.

² U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.

³ U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.

⁴ Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.

⁵ Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated:

February, 2016