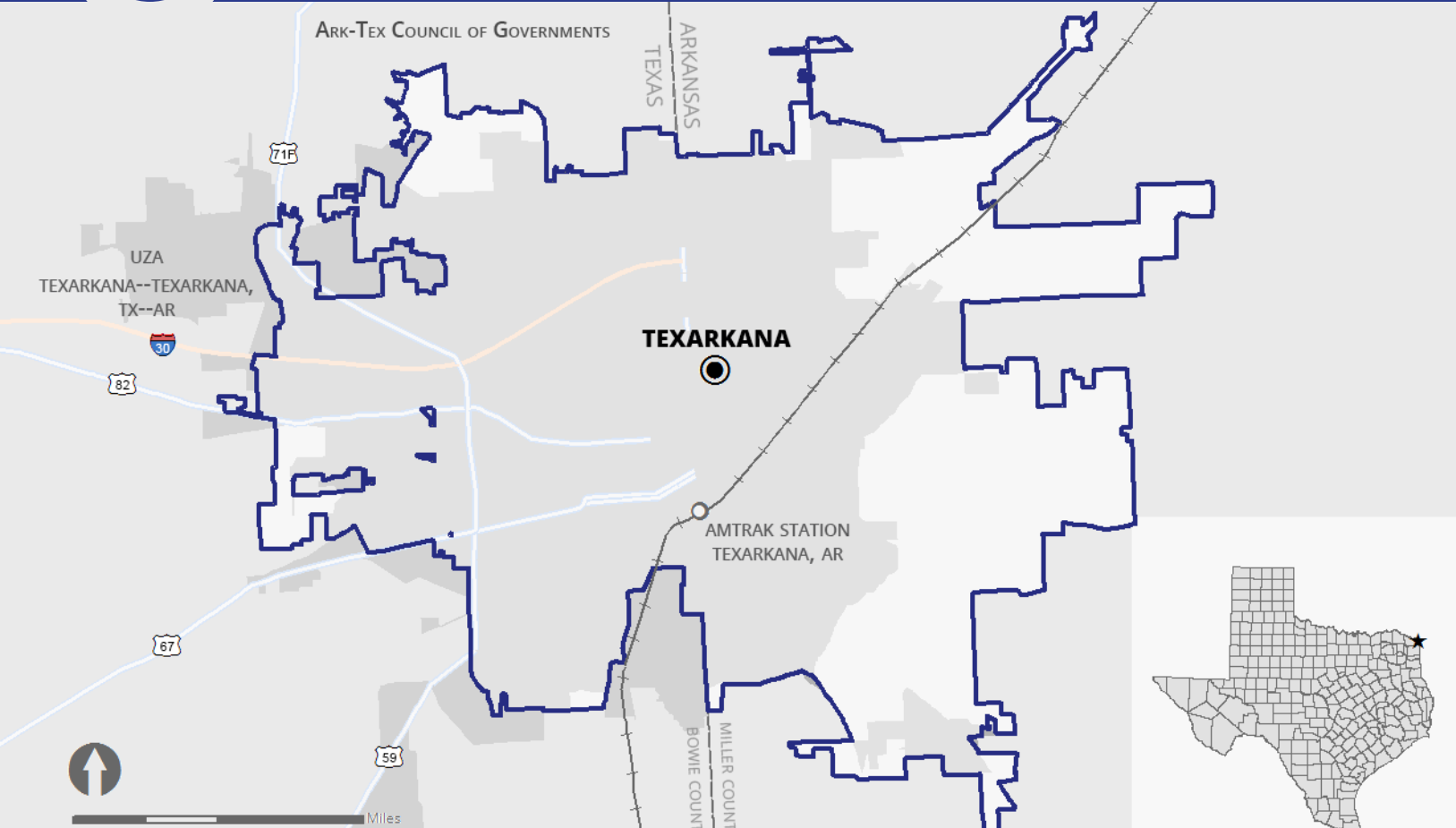




TEXARKANA URBAN TRANSIT DISTRICT



The Texarkana Urban Transit District (TUTD), 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, TUTD is an urban transit district authorized by Texas Transportation Code Chapter 458 in 1999 and, therefore, receives Texas state funding. T-Line's service area in Texas falls entirely in Bowie County, covering approximately 85 percent of the population and approximately 75 percent of the land area of the Texas part of the Texarkana urbanized area according to the 2020 U.S. Census. The rural areas of Bowie County are served by the Ark-Tex Council of Governments (ATCOG). ATCOG enters into an interlocal agreement with TUTD to provide management and fiscal services to the T-Line system. 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 composed of two members from Nash, Texas; two members from Wake Village, Texas; three members from Texarkana, Texas; and three members from Texarkana, Arkansas.



Urban Transit District

- Service Area Population¹: 45,787
- Service Area Land Area²: 39 Sq. Miles
- Unlinked Passenger Trips³: 258,479
- Revenue Fleet³: 21 Vehicles
- Transit Staff Counts⁵
 - Non-Operator: 9
 - Operator: 20



Urban Transit District Services

Service Information



Local Bus Service

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

Fare Structure:

One-Way Trip:

- Base fare: \$1.25
- Reduced fare: \$1.00^a, \$0.60^b, Free^c

Ticket Pass:

- Regular pass: \$40.00 (Monthly Pass)
- Reduced pass: \$20.00 (Monthly Pass)^d

Fare Media:



ADA Paratransit Service

Available in areas within 1 mile of the fixed-route services, in all areas within the Texarkana "Loop," and within the city limits of Texarkana, Arkansas. Clients within the City of Texarkana are able to travel to Texas A&M University Texarkana.

Trips must be scheduled at least 1 day before travel and up to 14 days in advance. Same-day trips are subject to availability.

One-Way Fare Structure:

- Base fare: \$2.50
- Reduced fare: Free^e

Fare Media:



Notes:

^a Children (6-18 years old) or students with a valid ID.

^b People with disabilities with a valid ID, or seniors (65+ years old).

^c Children (5 years old and under).

^d For children (6-18 years old), people with disabilities, seniors (65+ years old), and students.

^e Personal Care Attendants to assist the passenger to board and depart the bus and to help carry groceries and packages.

Operating Time (Excluding Holidays)



Operating Days by Mode



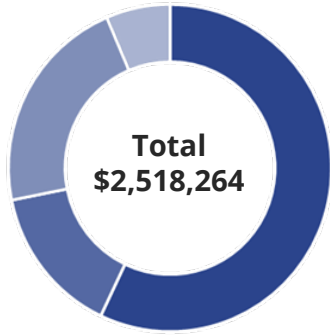
Operating Hours by Mode





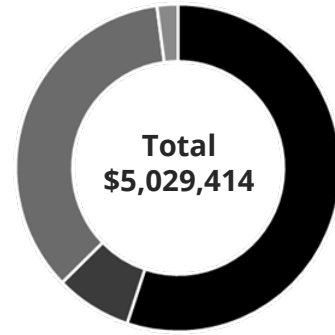
FY 2024 Financial Status³

\$+ Revenues in Fiscal Year 2024



Texarkana

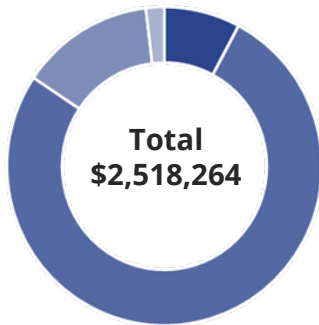
- 57.1%** Federal
- 14.8%** State
- 21.7%** Local
- 6.4%** Contract



Small Urban Average

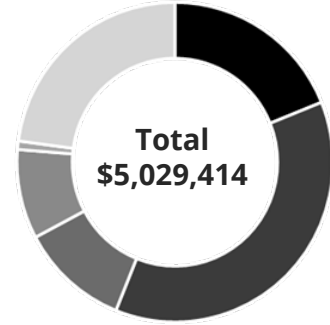
- 55.1%** Federal
- 7.6%** State
- 35.2%** Local
- 2.1%** Contract

\$- Expenditures in Fiscal Year 2024



Texarkana

- 7.8%** Capital Expenses
- 76.6%** Operating
- 13.7%** Maintenance
- 1.9%** Planning



Small Urban Average

- 18.9%** Capital Expenses
- 37.2%** Operating
- 11.1%** Maintenance
- 9.1%** Administrative
- 0.9%** Planning
- 22.9%** Purchased Transportation

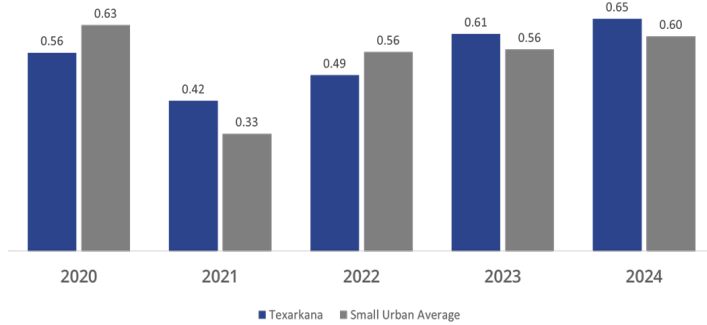


FY 2020–2024 Performance Measures³

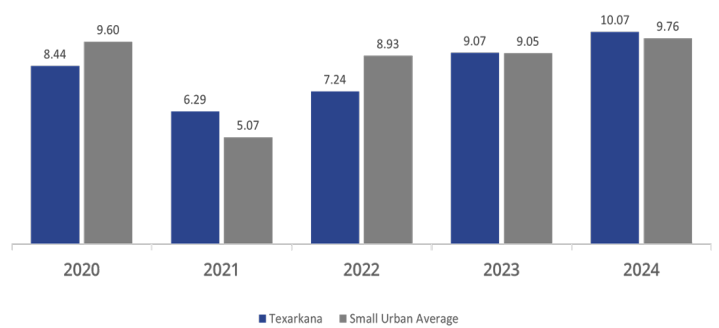


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

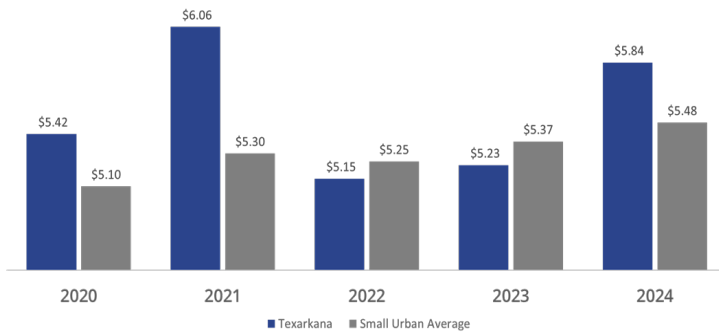


Unlinked Passenger Trips per Revenue Hour

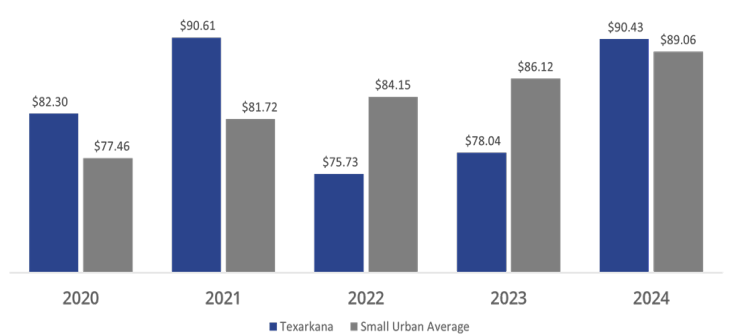


Efficiency in the Past 5 Years

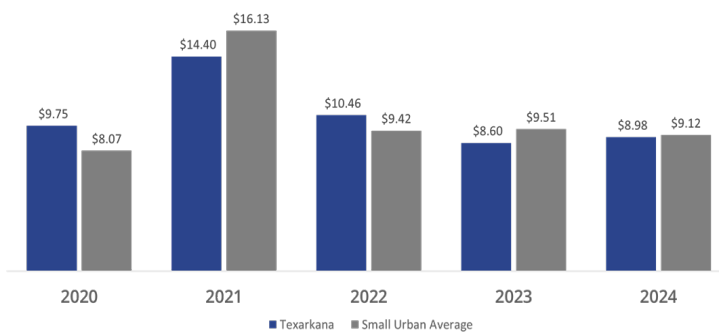
Operating Cost per Revenue Mile



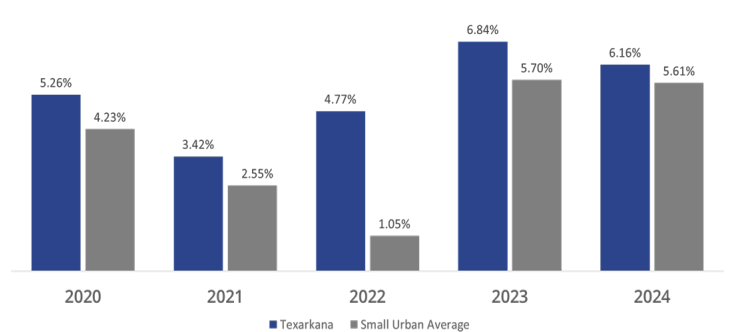
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2025–2029⁴

| Implementation Year | Project Name | Cost |
|---------------------|---------------------------------------|--------------|
| 2025 | Transit Bus, Bus Stop Signs, Shelters | \$ 140,000 |
| 2025 | Capital - Paratransit | \$ 100,000 |
| 2025 | Capital – Preventative Maintenance | \$ 125,000 |
| 2025 | Operating - Operating Assistance | \$ 1,050,000 |
| 2026 | Transit Bus, Bus Stop Signs, Shelters | \$ 140,000 |
| 2026 | Capital - Paratransit | \$ 100,000 |
| 2026 | Capital – Preventative Maintenance | \$ 125,000 |
| 2026 | Operating - Operating Assistance | \$ 1,050,000 |
| 2027 | Transit Bus, Bus Stop Signs, Shelters | \$ 140,000 |
| 2027 | Capital - Paratransit | \$ 100,000 |
| 2027 | Capital – Preventative Maintenance | \$ 125,000 |
| 2027 | Operating - Operating Assistance | \$ 1,050,000 |
| 2028 | Transit Bus, Bus Stop Signs, Shelters | \$ 140,000 |
| 2028 | Capital - Paratransit | \$ 100,000 |
| 2028 | Capital – Preventative Maintenance | \$ 125,000 |
| 2028 | Operating - Operating Assistance | \$ 1,050,000 |

Data Sources:

¹ TTI estimation based on (1) the 2019-2023 American Community Survey 5-Year Estimates, and (2) the U.S. Census Bureau 2024 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2024 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2020-2024 Data.

⁴ TTI survey data.

⁵ TTI survey data. Staff counts include the number of full-time employees and part-time employees as of the last day in the fiscal year. The agency reported both public agency and private contractor employees who are dedicated at least 50% to the management or operation of the public transit services described in the profile. Staff counts does not include volunteers or employees at another transit district from which service is purchased.

Last Updated:

August 2025