



Transit Moves People. People Move Oregon.

Public transportation does a lot of important things that you might not even notice. It enables workers to get to jobs, older adults to medical facilities, younger people to schools, bike riders to urban centers, disabled adults to appointments and family members to shopping areas.

As public transportation matures and expands in Oregon, it will do many more important things. Electric buses will cut carbon emissions. Dial-a-ride and weekend service will give people more mobility options. Inter-community routes will expand the concept of neighborhood. On-demand scheduling and integrated payment platforms will empower statewide car-free travel. And that’s just the beginning.

Oregon’s 41 transit agencies have benefitted from additional funding through the Statewide Transportation Improvement Fund (STIF) approved by the 2017 legislature.

In the attached backgrounders, the agencies tell their stories – what they did during the pandemic, how they invested their STIF funds and where they could invest additional STIF funding if it was available.



Check out the backgrounders at TransitMovesOregon.com

Senate District 5



Your Guide to Corvallis Transit System (CTS)

Why CTS matters

CTS ridership looks like our community – students, visitors and riders who live without a car.

Corvallis has several high-density areas served by transit, including Oregon State University, a cluster of regional medical facilities and downtown Corvallis.

OSU students, including many international students, attend college without the expense of a vehicle.

“I take CTS to and from OSU every day. It’s very convenient. Without the bus, I would drive and find park, which would be costly and unfriendly to the environment.”

Eddie K.



From just two buses 50 years ago, Corvallis Transit System (CTS) has grown into a robust system providing more than 1 million rides per year (pre-Covid) in a college town community with a population of less than 60,000. For a decade, CTS has met service benchmarks associated with larger transit systems, qualifying for additional federal funding under the Small Transit Intensive Cities program.

The system is owned and operated by the City of Corvallis and currently using an operations contractor to deliver service.

CTS operates 10 fixed routes, seven days a week, from 6 am to 9 pm, serving all of Corvallis. CTS also operates the Philomath Connection transit service connecting a neighboring city’s residents with school, work, shopping and appointments in Corvallis. ADA paratransit service for both cities is provided in partnership with Benton Area Transit.

The City’s Downtown Transit Center is a hub for other regional services such as the Philomath Connection, Benton Area Transit’s Coast to Valley and 99 Express services, the City of Albany’s Linn Benton Loop, and Greyhound.

A Leader in Fare Equity

While many transit systems suspended fares during the height of the pandemic, CTS has been an early leader, becoming completely fare free in 2011. This addressed financial equity while eliminating farebox equipment and software for payment apps, printed fare media, staff time associated with fare collection enforcement, handling fare box coinage and selling passes. It also reduced delays on buses as passengers just board and sit.

Ridership increased by more than 30 percent when the system went fare-less, demonstrating that even a modest fare is a barrier to some riders. CTS staff has presented at many conferences on going fare free and regularly receives inquiries from transit agencies that are considering it. The City is proud of being a leader in adopting a fare-less model.

Going Electric

CTS will put its first two Battery Electric Buses (BEBs) into service in April 2023. The community has anticipated this transition, which was envisioned in the Transit Development Plan and Corvallis Climate Action Plan. Two additional BEBs were awarded to CTS from FTA’s “2022 Low or No Emission Grant Program”. These vehicles will go into service when delivered and the bus yard is upgraded to accommodate charging infrastructure. CTS plans to continue electrifying its fleet as the current diesel buses reach their useful lives.



"I lost both of my legs during the Vietnam War and haven't driven a car since. CTS gives me the ability to stay active in my community. I spend much of my time at the Elks club which conveniently has a bus stop right out front. Thank you, CTS!" Earl E.

How many buses, vans and other vehicles do you operate?

CTS has a fleet of fifteen 35-foot buses and two Philomath Connection 35-foot buses that it operates on behalf of the City of Philomath. Paratransit service is contracted to Benton Area Transit (BAT). CTS provides three cutaway vehicles to supplement BAT's fleet.

What are key priorities for CTS route decisions?

In 2018, Corvallis adopted a Transit Development Plan meant to take CTS into the future with three service expansion phases over 20 years. These included a mix of increased frequency on high-use routes, added amenities at stops, extending service hours later into the evening, and balancing high productivity with equitable access throughout the community.

How has CTS applied its funding from the STIF?

With the addition of STIF funds, CTS implemented its 2018 Transit Development Plan short-term service expansion phase. This expanded evening hours on all routes, added Sunday service for the whole community, added a crosstown route and doubled frequency on several high-use routes. CTS funded a garage expansion, an upgrade to the onboard camera system and an upgrade to on-board bus technology with next-stop visual displays. In partnership with OSU, CTS built an improved transit hub on a busy transit corridor across from the university.

How would CTS apply additional STIF funding?

CTS is limited in its ability to convert to electric buses by the size and location of the existing bus yard. Within the next few years, it will need to secure property for and build a new yard to accommodate electric buses and charging equipment. Other projects to implement with additional funding include:

- A mobility-on-demand service for downtown that links with the OSU campus
- Extend service later into the evening
- Increase peak-hour frequency for high-use routes
- Replace weather-worn transit shelters



"I am an elderly woman who has been using CTS for seven-plus years. I am unable to drive due to a recent medical condition. The drivers are friendly and genuinely concerned for my wellbeing. I am so grateful for CTS!"

Sharon P.