



Introduction to CATA

The Cape Ann Transportation Authority (CATA) is a political subdivision of the Commonwealth, created in 1974 by Chapter 161B of the Massachusetts General Laws. The Authority is given general responsibility to develop, finance, and contract for the operation of mass transportation facilities and services within its territory. The five Municipalities comprising the Authority are Gloucester, Rockport, Ipswich, Essex, and Hamilton. Each of these municipalities is represented by their chief executive officer, or designee, and serves as CATA's advisory board. There are two additional board members, one representative of the ADA/disabled rider community and one representative of the rider community. These two board members are appointed on a rotating basis by the member communities. The day-to-day affairs of the Authority are managed by an Administrator who is appointed by the Advisory Board.

CATA oversees operations of fixed route and demand response services in all five communities. Year-round fixed route service is provided in Gloucester and Rockport. Additional fixed route service is provided in the summer in Ipswich and Essex. All CATA vehicles are wheelchair accessible and comply with the Americans with Disabilities Act (ADA). CATA is an important feeder to several MBTA commuter rail stations. Although responsible for establishing routes and setting fares, CATA does not directly operate the transportation services. Rather, it relies on contracts negotiated with private sector transportation providers for the management and operation of transit service. The Operations and Maintenance facility is located at 3 Pond Road, Gloucester, MA.

It is CATA's mission to provide public transportation to residents and visitors of member communities in a safe and courteous manner that exceeds the customer's expectations for quality, reliability, and services in a comfortable and respectful environment.

CATA Advisory Board

The Advisory Board is responsible for the following:

- Approval of CATA's annual budget
- Approval of the sale of real estate
- Approval of any lease not awarded to the highest bidder
- Approval of any changes in fares
- Approval of substantial changes (major reductions or increases) in the level of transit service provided
- Appointment of the CATA Administrator

The Advisory Board also reviews CATA's annual financial audit and votes to accept it.

The Advisory Board is scheduled to meet quarterly, the first Wednesday of March, June, September, and December. Meetings are held at CATA's Administration and Operations facility in Gloucester (3 Pond Road) and last approximately one hour. In recent years, CATA's Advisory Board has held meetings in May to comply with requirements on approving the budget, October/November to receive and approve the annual financial audit, and January/February prior to the preliminary budget being prepared.

Board Membership

- There shall be an advisory board to each authority consisting of the city manager, in the case of a Plan D or Plan E city, or the mayor of each other city, and the chairman of the board of selectmen of each town having such board, or the town manager or town administrator of each other town. Each mayor or city manager and each chairman, may, by writing filed with the authority, from time to time appoint a designee to act for him on the advisory board.
- One representative of the disabled commuter population shall serve on the advisory board as a voting member for a term of 1 year. Each city and town in the region, on a rotating basis as determined by the board, shall appoint a representative successively; provided, however, that the representative of the disabled commuter population and the representative of the rider community shall not be appointed by the same city or town in the region.
- One representative of the rider community population shall serve on the advisory board as a voting member for a term of 1 year. Each city and town in the region, on a rotating basis as determined by the board, shall appoint a representative successively; provided, however, that the representative of the disabled commuter population and the representative of the rider community shall not be appointed by the same city or town in the region.