

- Effective -- This is the highest rating a program can achieve. Programs rated Effective set ambitious goals, achieve results, are well-managed, and improve efficiency.
- Moderately Effective -- In general, a program rated Moderately Effective has set ambitious goals and is well-managed. Moderately Effective programs likely need to improve their efficiency or address other problems in the program's design or management in order to achieve better results.
- Adequate -- This rating describes a program that needs to set more ambitious goals, achieve better results, improve accountability, or strengthen its management practices.
- Ineffective -- Programs receiving this rating are not using your tax dollars effectively. Ineffective programs have been unable to achieve results due to a lack of clarity regarding the program's purpose or goals, poor management, or some other significant weakness.
- Results Not Demonstrated -- A rating of Results Not Demonstrated indicates that a program has not been able to develop acceptable performance goals or collect data to determine whether it is performing effectively.

The table below lists the PART assessments that have been conducted for DOT programs along with the responsible Operating Administration (OA), the associated budget cycle the assessment was completed, and the overall rating:

Program	OA	Budget Cycle, FY	PART Rating
Grants-in-Aid for Airports	FAA	2004	Moderately Effective
Federal Motor Carrier Safety Grants	FMCSA	2004	Moderately Effective 1/
Highway Infrastructure	FHWA	2004	Moderately Effective
National Highway Traffic Safety Administration Grants	NHTSA	2004	Moderately Effective
Air Traffic Services	FAA	2005	Adequate
Federal Lands Highway Program	FHWA	2005	Moderately Effective
Hazardous Materials Transportation Safety Emergency Preparedness Grants	PHMSA	2005	Moderately Effective
New Starts	FTA	2005	Moderately Effective
Research, Engineering and Development	FAA	2005	Effective
Railroad Safety Program	FRA	2005	Moderately Effective
FAA Facilities and Equipment	FAA	2006	Adequate
Aviation Safety	FAA	2006	Moderately Effective
Highway Research and Development/ Intelligent Transportation Systems	FHWA	2006	Moderately Effective
Operations and Programs	FMCSA	2006	Moderately Effective
Railroad Research and Development	FRA	2006	Moderately Effective
Formula Grant Programs	FTA	2006	Effective
Maritime Security Program	MARAD	2006	Effective
Operations and Research	NHTSA	2006	Moderately Effective
Pipeline Safety	PHMSA	2006	Moderately Effective
Amtrak	FRA	2007	Ineffective
Highway Emergency Relief Program	FHWA	2007	Moderately Effective
Merchant Marine Academy	MARAD	2007	Moderately Effective
State Maritime Schools	MARAD	2007	Effective

Program	OA	Budget Cycle, FY	PART Rating												
Hazardous Materials Transportation Safety	PHMSA	2007	Moderately Effective												
Operations and Maintenance	SLSDC	2007	Effective												
Transportation Infrastructure Finance and Innovation	FHWA	2008	Adequate												
Transit Research	FTA	2008	Effective												
Ocean Freight Differential	MARAD	2008	Moderately Effective												
Ship Disposal Program	MARAD	2008	Effective												
Guaranteed Loan Program (Title XI)	MARAD	2008	Moderately Effective												
Bureau of Transportation Statistics	RITA	2008	Moderately Effective												
Essential Air Service	OST	2008	Results Not Demonstrated												
1/ The Federal Motor Carrier Safety Grants PART Rating was upgraded to Moderately Effective in FY 2005.															
<p>Note:</p> <table> <tr> <td>Federal Aviation Administration (FAA)</td> <td>Research and Innovative Technology Administration (RITA)</td> </tr> <tr> <td>Federal Motor Carrier Safety Administration (FMCSA)</td> <td>Federal Transit Administration (FTA)</td> </tr> <tr> <td>Federal Highway Administration (FHWA)</td> <td>Federal Railroad Administration (FRA)</td> </tr> <tr> <td>National Highway Traffic Safety Administration (NHTSA)</td> <td>Maritime Administration (MARAD)</td> </tr> <tr> <td>Pipeline and Hazardous Materials Safety Administration (PHMSA)</td> <td>Office of the Secretary (OST)</td> </tr> <tr> <td>Saint Lawrence Seaway Development Corporation (SLSDC)</td> <td></td> </tr> </table>				Federal Aviation Administration (FAA)	Research and Innovative Technology Administration (RITA)	Federal Motor Carrier Safety Administration (FMCSA)	Federal Transit Administration (FTA)	Federal Highway Administration (FHWA)	Federal Railroad Administration (FRA)	National Highway Traffic Safety Administration (NHTSA)	Maritime Administration (MARAD)	Pipeline and Hazardous Materials Safety Administration (PHMSA)	Office of the Secretary (OST)	Saint Lawrence Seaway Development Corporation (SLSDC)	
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The FY 2008 budget formulation process continues to fully incorporate the use of OMB's PART findings in resource allocation decisions. The PART is intended to gauge whether a program's design and purpose are clear and defensible; weigh whether the agency sets valid annual and long-term goals for programs; rate agency management of programs, including financial oversight and program improvement efforts; and, focus on results. The PART process is meant to complement traditional management techniques and to stimulate a constructive dialogue between program managers, and budget and policy officials. The information gathered through the PART was provided to senior officials and was instrumental in making decisions regarding programmatic funding requests.

Managing for Results

Fiscal responsibility requires sound stewardship of taxpayer dollars. This means that once the Congress and the President decide on overall spending levels, taxpayer dollars should be managed to maximize results. The President's Management Agenda (PMA) is creating a results-oriented Government, where each agency and program is managed professionally and efficiently and achieves the results expected by the Congress and the American people.

The PMA, launched with the broad goal of making the Government more results-oriented, focuses on achievement and accountability. Areas of emphasis, or sub-components, were identified for the Agenda, as well as expected levels of achievement, or "Standards for Success." Implementation of the PMA has brought focus and attention to how DOT operates, and identified ways that it can be more effective.

To highlight the successes of Federal agencies in implementing the PMA, the Presidential Award for Management Excellence - the President's Quality Award (PQA) - is bestowed upon agencies that best achieve the objectives of the PMA. The PQA is the highest award given to Executive Branch agencies for management excellence. At the 2006 awards ceremony, the Department of Transportation was recognized for its achievement in both Budget and Performance Integration and Competitive Sourcing.

The PMA initiatives are identified in the following PMA Scorecard Table, along with OMB's assessment of the Department's efforts to improve performance in each initiative area. OMB provides both a "Status" and "Progress" rating for each initiative. The "Progress" rating indicates the direction of the Department's efforts as it strives to improve its "Status" rating.