**Results**

**of States Reviewed in**

**FY 2016**

**6 States with no findings**

**2 States with 1 finding**

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**5 States with ≥ 2 findings**

[](http://www.nhtsa.gov/)

**2016 Management Review Summary**

**Introduction**

The Moving Ahead for Progress in the 21st Century (MAP-21) and require NHTSA to provide an annual Summary Report of findings from Management Reviews and Corrective Action Plans (CAPs). This report summarizes findings from the 13 management reviews conducted by NHTSA Regional Offices during fiscal year (FY) 2016 and the improvement plans (CAPs) from States with findings. Management reviews apply to SHSO grant activity during FYs 2014, 2015 and 2016.

**Background**

NHTSA has conducted triennial Management Reviews (MRs) of State Highway Safety Offices (SHSOs) since FY 2005. The MRs were codified in Section 2008 of SAFETEA**-**LU and continue under MAP**-**21 with the exception of highway safety programs of the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of Northern Mariana Islands, who are relieved of the 3-year requirement and have the MR conducted as often as the Secretary determines to be appropriate.

NHTSA’s Office of Grants Management and Operations administers approximately $600,000,000 in highway safety grant funds to States each year and is committed to excellent stewardship of taxpayer dollars.

**Purpose**

The purpose of the MR is to conduct an in-depth review of the SHSO systems, safety programs and operational processes to improve and strengthen highway safety practices. As part of NHTSA’s annual State risk assessment, the result of each MR is viewed in combination with annual regional oversight and monitoring activities, and used as a basis for NHTSA to develop and execute annual State monitoring plans and provide focused technical assistance for States.

On a national level, MR results are evaluated and used to determine the need for modifications to NHTSA training classes and provide content for joint priority State webinars with the Governors Highway Safety Association (GHSA), the annual GHSA-NHTSA Federal Relations meeting and ongoing dialogue with the GHSA Executive Board.

Major

**Findings**

Improper Payments

Missing sub-award information

**Minor**

**Findings**

**Debarment and suspension**

**Equipment**

**Lack of Governor’s Representative appointment letter**

**Indirect cost**

**Local benefit**

**Match**

**Obligation of funds**

**Program income**

**Single audit**

**Staffing and organization**

**Timely vouchering**

**Outcome**

Results of the MR are documented as commendations for recognition of best practices or exemplary performance, as findings; which are compliance issues that require corrective action; or as management considerations, which provide recommendations for improvement. In total, there were 15 commendations, 26 findings (8 findings were closed before the final MR report was issued) and 35 management considerations.

9 of 13 States had commendations

7 of 13 States had findings

12 of 13 States had management considerations

**Major Findings**

When the same finding occurs three or more times in a given year, NHTSA considers it to be a major finding. In 2016, these findings were improper payments and missing sub-award information.

5 of 26 findings involved improper payments

5 of 26 findings involved missing sub-award information

5 of 30 findings involved equipment mismanagement

Improper payments were attributed to ineligible costs under a particular grant program, incorrect reimbursement for personnel services and use of funds for non-traffic media activities. Missing sub-award information involved a lack of required certifications and representations and a missing Federal Award Identification Number.

**Actions**

States with findings are required to receive a corrective action plan (CAP), which is tracked and reviewed quarterly by NHTSA until all corrective actions are satisfied. Of the seven States requiring CAPs, two States closed their CAP as of March 2016. Five CAPs remain open.

NHTSA continues to meet with the Governors Highway Safety Association on an ongoing basis to discuss emerging oversight and program issues, and to plan educational activities such as webinars. Each year, major MR findings are discussed in Management Review, Managing NHTSA Grant funds and Managing Highway Safety Programs courses that are provided to NHTSA and State highway safety professionals through a NHTSA interagency agreement with the Traffic Safety Institute.