

Military Department

Item 159

Sonoma State Hospital—Continued

Summary of Recommended Reductions

	Amount	Budget	
		Page	Line
2 Staff psychiatrist	\$26,400	437	74
- Senior psychiatrist (reclassify 5 psychiatrist)	3,000	437	72
1 Training assistant	6,360	437	75
1 Librarian III	5,496	437	78
2 Psychiatrist resident II (effective June 1, 1961)	1,288	437	76
1 Student professional assistant	3,294	437	79
1 Senior psychiatric social worker	5,772	437	81
3 Intermediate stenographer-clerk	11,430	437	69
10 Laundryman	31,650	438	7
21 Positions	\$94,690		

ANALYSIS

Sonoma State Hospital is located at Eldridge, Sonoma County. The institution provides care and treatment for mentally deficient patients.

An average population of 3,850 patients is anticipated for the 1960-61 fiscal year. This is the same number of patients estimated for the 1959-60 fiscal year.

The summary of reductions does not include operating expense items which we have recommended be deleted in the hospital summary. The agency should be given preference in making this distribution to the individual hospitals.

The recommended reductions are in conformity with the analysis in the hospital summary.

MILITARY DEPARTMENT

ITEM 159 of the Budget Bill

Budget page 440

FOR SUPPORT OF MILITARY DEPARTMENT FROM THE GENERAL FUND

Amount requested	\$2,627,180
Estimated to be expended in 1959-60 fiscal year	2,500,424
Increase (5.1 percent)	\$126,756

TOTAL RECOMMENDED REDUCTION None

ANALYSIS

The Military Department has been moved from the Veterans Affairs Building at 1227 O Street, Sacramento, to 2520 Marconi Avenue in the Town and Country area northeast of Sacramento. It is understood the department will occupy these quarters until a new building is completed on Meadowview Road, south of Sacramento. This move was occasioned by the need of space for the Controller's staff when it was moved from the Capitol Annex.

This move resulted in the requested increase of one position for a telephone switchboard operator, as the department is no longer serviced by the Capitol switchboard.

The major increase in the department's budget is due to a combination of salaries and wages increases and military promotions offset by transferring salaries and wages of the security guards to the federal government.

Military Department—Continued

Automotive Maintenance

In our analysis of the 1959-60 Budget we recommended that the Adjutant General and the Department of Finance investigate the probability of direct savings and more efficient use of manpower that may be effected in the automotive maintenance shop of the National Guard at Sacramento. It was our understanding that this would be done. We are advised that exploration of this recommendation has been very minor and insufficient to support any conclusion and we therefore repeat our recommendation for exploration of this area of possible savings.

National Guard Officers Assigned to the Governor's Office for Liaison

In our analysis of the 1959-60 Budget we recommended that the salaries and wages of the three liaison officers (\$27,640) then serving in the Governors' Office be budgeted for by the Governor's Office on a reimbursable basis in the same manner in which the California Highway Patrol is reimbursed for services rendered the Governor. This was not accomplished.

This year, we again recommend that the costs of the salaries and wages of the two liaison officers now assigned, a colonel and lieutenant colonel (\$25,200) of the National Guard be met by reimbursing the Military Department from the Governor's office budget in that amount, in order to properly reflect for budget purposes, this cost of the Governor's office.

Military Promotions

Included in this budget request are seven military promotions. These promotions may be likened to the upgrading of, or the civil service reclassification of positions. A difference exists, however, in that, in the case of upgrading civil service positions, both the Personnel Board and Director of Finance have review and approval authority but do not have such authority in the case of military promotions of uniformed personnel in the full-time active-duty organization of the California National Guard which are approved by the Adjutant General.

This authority of the Adjutant General for approval of military promotions exists in Section 164 of the Military and Veterans Code and is supported by an opinion of the Attorney General.

We believe the Adjutant General must have the authority to organize his department according to general staff doctrine and procedure set forth by the Department of the Army and Department of the Air Force regulations. However, we further believe this organization should be based on a "Table of Organization" fixing the exact grade and rank of each uniformed billet of the full-time active-duty organization of the California National Guard.

We recommend that the law require that such "Table of Organization" be established by the Adjutant General for the full-time active-duty organization of the California National Guard and that it be submitted to the Legislature for approval. A requirement that future amendments to such "Table of Organization" be submitted for approval should also be included in the foregoing recommendation.

Such a procedure would provide for the legislative review of the majority of military promotions, in that approval would be necessary prior to raising the grade or rank of, or the establishment or disestab-

Military Department—Continued

ishment of a uniformed billet in the "Table of Organization" of the full-time active-duty organization of the California National Guard. It would also permit the Adjutant General some flexibility in that he could authorize and approve promotions within full-time active-duty organization of the California National Guard, provided the established billet was occupied by an enlisted man or officer below the rank or grade called for in the "Table of Organization."

Subject to the recommendations made above, we recommend approval of this item as budgeted.

DEPARTMENT OF MOTOR VEHICLES

ITEM 160 of the Budget Bill

Budget page 445

FOR SUPPORT OF DEPARTMENT OF MOTOR VEHICLES
FROM THE MOTOR VEHICLE FUND

Amount requested	\$23,755,170
Estimated to be expended in 1959-60 fiscal year	24,274,149

Decrease (2.1 percent)	\$518,979
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TOTAL RECOMMENDED REDUCTION.....No recommendation
ANALYSIS

As this agency derives its total support from two special funds and the General Fund, and this separation of fund expenditures is reflected in the Governor's Budget, the summary shown below is presented in order to compare total costs for 1959-60 and 1960-61.

Estimated to be expended in 1959-60 fiscal year	
Motor Vehicle Fund	\$24,274,149
Motor Vehicle License Fee Fund	4,101,703
General Fund	393,289

Total estimated expenditures fiscal year 1959-60	\$28,769,141
Amount requested	
Motor Vehicle Fund	\$23,755,170
Motor Vehicle License Fee Fund	3,905,720
General Fund	215,192

Total requested fiscal year 1960-61	\$27,876,082
Decrease (3.1 percent)	\$893,059

Support of this agency from the Motor Vehicle Fund shows a reduction of 2.1 percent or \$518,979. The indicated savings are due principally to reduction in expenditures for salaries and wages for 182 positions and related reductions in operating expenses and equipment.

We have been unable to translate the proposed reductions in positions into specific procedural or program changes, since neither the agency nor the Department of Finance has responded to our request for such specific information. Presumably it is hoped that prospective changes in procedures or program will allow such savings to be made. To the extent that this can be done without resulting in excessive delay in processing essential documents or eliminating certain highway safety programs is commendable. Our primary concern in not knowing the real intent of this reduction is that if changes are made which cause public complaints and this in turn causes retraction and a reduction in certain other programs it may have an adverse effect on highway safety. Specifically, because motorists will complain if there is delay in processing registrations, or congestion in handling drivers' licenses there may be an ultimate move to cut the negligent driver