

**BILL SUMMARY**  
1st Session of the 53rd Legislature

<b>Bill No.:</b>	<b>SB 541</b>
<b>Version:</b>	<b>CS</b>
<b>Request Number:</b>	<b>7258</b>
<b>Author:</b>	<b>Rep. Murphey</b>
<b>Date:</b>	<b>4/6/2011</b>
<b>Impact:</b>	<b>Costs, Savings and Efficiency: Shared Services</b>

**Research Analysis**

The CS for Engrossed SB 541 deletes Section 3 regarding use of the Trip Optimizer system; requires state agencies to certify that, after the effective date of the act, no funds were utilized for information technology-related equipment or services without prior approval of the State Comptroller; and restores the title.

The measure authorizes state agencies to accept an electronic signature in the application process for any license or permit and requires the Director of OSF, by January 1 to publish a financial services cost performance assessment that documents each appropriated state agency's cost for providing financial services. Agencies that rank in the bottom 10% of the cost performance assessment will be required to contract with OSF for the provision of shared financial services if the Director of OSF determines that it will result in cost savings to the agency. The State Regents for Higher Education and institutions within the Oklahoma State System of Higher Education are exempt from this requirement.

Prepared By: Marcia Goff

**Fiscal Analysis**

The shared services arrangement should yield cost savings, an amount yet to be determined. OSF indicates that in order to provide the most efficient shared services structure a benchmarking study might assist in that effort, the cost of which has been investigated. OSF only offered the study in their commentary and the directive is not included in the measure.

The measure also clarifies the definitions of a dedicated vehicle and a non-appropriated agency and provides that the maximum authorized travel reimbursement related to vehicle usage will be the lowest cost option as determined by the Trip Optimizer system. Savings are anticipated – an amount which will be dependent on the volume of travel subject to the Trip Optimizer system.

Prepared By: Mark Tygret

**Other Considerations**

None indicated.