## **100TH GENERAL ASSEMBLY**

## State of Illinois

# 2017 and 2018

#### SB1267

Introduced 2/9/2017, by Sen. Martin A. Sandoval

### SYNOPSIS AS INTRODUCED:

New Act

Creates the Railroad Supplier Diversity Act. Defines terms. Provides that each Class I railroad company shall, no later than April 15 of each year, submit to the Illinois Commerce Commission an annual report containing certain information concerning procurement goals and spending for female-owned, minority-owned, veteran-owned, and small business enterprises. Provides that the reports shall be submitted in the form and manner required by the Commission. Provides that the Commission and each railroad company subject to the Act shall hold an annual workshop open to the public on the state of supplier diversity.

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AN ACT concerning transportation.

# Be it enacted by the People of the State of Illinois, represented in the General Assembly:

Section 1. Short title. This Act may be cited as the
Railroad Supplier Diversity Act.

6 Section 5. Definitions. For purposes of this Act:

7 (a) "Class I railroad" has the meaning assigned by 8 regulations of the Surface Transportation Board (49 CFR Part 9 1201; General Instructions 1-1), as those regulations may be 10 revised by the Board (including modifications in class 11 thresholds based on the revenue deflator formula) from time to 12 time.

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(b) "Commission" means the Illinois Commerce Commission.

14 Section 10. Reports. Each Class I railroad company shall, 15 no later than April 15 of each year, submit to the Commission 16 an annual report containing the information described in 17 subsections (b), (c), (d), and (e) of Section 5-117 of the 18 Public Utilities Act. The reports shall be submitted in a form 19 and manner required by the Commission.

20 Section 15. Workshop. The Commission and each railroad 21 company subject to Section 10 of this Act shall hold an annual SB1267 – 2 – LRB100 08796 AXK 18935 b

workshop open to the public on the state of supplier diversity to collaboratively seek solutions to structural impediments to achieving stated goals, including, but not limited to, testimony from each participating railroad company or any subject matter expert or advocate.