



April 14, 2026

Karima Woods
Commissioner
District of Columbia
Department of Insurance, Securities and Banking (DISB)
1050 First Street, NE, 801
Washington, D.C. 20002

Re: Draft Telematics Legislation

Dear Commissioner Woods,

On behalf of the Casualty Practice Council's Automobile Insurance Committee (the Committee) of the American Academy of Actuaries,¹ I appreciate the opportunity to provide input on the DISB's [Draft Telematics Legislation](#). The Committee offers the following comments on the exposure and would be happy to discuss any questions you may have.

Definition of proxy discrimination

The draft legislation defines proxy discrimination as the use of a “factor, variable, or data element” that is not a protected characteristic but that is “so closely correlated with a protected characteristic” that it results in a disparate impact. The Committee is concerned that singling out telematics variables for special treatment could create inconsistency in how other rating variables are regulated. We suggest that the draft legislation either align telematics treatment with existing standards for other rating variables or provide a clear justification for any departure.

The current draft bill could be improved by including practical guidance on how the provided definition of proxy discrimination would be applied in practice. As drafted, the bill does not specify whether an objective test or numerical threshold is intended to determine when proxy discrimination exists. We encourage the DISB to consider clarifying whether it would apply some such measurable criteria, perhaps via the rulemaking authority granted by the draft statute.

Consumer Protections

The Committee encourages the DISB to consider clarifying the proposed broad prohibition on “all other uses” of telematics data. There are potentially beneficial, non-pricing uses—such as sharing aggregated telematics data with local government agencies to inform infrastructure planning and safety improvements—that the current whitelist-style approach could unintentionally preclude.

¹ The American Academy of Actuaries is a 20,000-member professional association whose mission is to serve the public and the U.S. actuarial profession. For 60 years, the Academy has assisted public policymakers on all levels by providing leadership, objective expertise, and actuarial advice on risk and financial security issues. The Academy also sets qualification, practice, and professionalism standards for actuaries in the United States.

With regard to the consumer access provisions in section 31-2717 subsection (e)(1), we encourage the DISB to consider clarifying the form and granularity of the data to be provided to policyholders. It is unclear whether insurers are expected to deliver second-by-second raw telematics streams, highly aggregated summaries, or some other format; absent specification, consumers may receive data that they're unlikely to be able to use without undue burden.

Additionally, the Committee offers the following comment under subsection (f), Department Oversight and Public Information, line 105, related to “the relative weight or influence of telematics data in determining premiums.” The way telematics data influences premiums is typically embedded within complex rating models that reflect significant development, testing, and validation, and may be part of proprietary methodologies. Requiring public disclosure of the relative weight or influence of telematics data could raise intellectual property concerns, limit competitive differentiation, and potentially discourage ongoing pricing innovation. Instead, we encourage the DISB to consider allowing this information to be submitted confidentially to the Department, or alternatively, limiting public disclosure to high-level, nonproprietary descriptions rather than detailed, model-specific information.

Finally, the Committee notes the potential public policy benefit of increased portability of telematics data. The current language addresses consumer access but does not create a mechanism for consumers to consent to transfer specified telematics data from a current or prior insurer to a prospective insurer. The Committee suggests consideration of including a narrowly defined portability and consent mechanism to facilitate competitive switching and continuity of telematics-based pricing, while ensuring appropriate privacy and security safeguards.

Thank you for the opportunity to comment and provide feedback on this draft legislation. We welcome continued engagement on this bill. If you have any questions or would like to discuss these comments further, please contact Rob Fischer, policy project manager, casualty (fischer@actuary.org, 202-785-7865).

Sincerely,

Amy Ning, MAAA, FCAS

Chairperson, Automobile Insurance Committee