CAR
COMMONWEALTH AUTOMOBILE REINSURERS
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NATALIE A. HUBLEY
PRESIDENT

**TRANSCRIPT OF**

**GOVERNING COMMITTEE MEETING**

A meeting of the Governing Committee was held at the Automobile Insurers Bureau Conference Center at 101 Arch Street, 7th Floor, Boston, on

**TUESDAY, APRIL 9, 2024, AT 10:30 A.M.**

Committee Members present –

Mr. John Olivieri, Jr. – Chair
J.K. Olivieri Insurance Agency, Inc.

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| Ms. Pamela Bodenstab-Krynicki | P L Krynicki Insurance Agency |
| Ms. Sarah Clemens | MAPFRE U.S.A. Corporation |
| Mr. Kevin Costigan | GEICO |
| Mr. Thomas DePaulo | Cabot Risk Strategies, LLC |
| Mr. Thomas Harris | Quincy Mutual Group |
| Mr. William Hughes | Arbella Insurance Group |
| Ms. Ida Denard Jones | Denard Insurance Agency, Inc. |
| Ms. Nicole Martorana | FBinsure, LLC |
| Ms. Mary McConnell | Safety Insurance Company |

Substituted for:
N/A

Not in Attendance:
Mr. Tiago Prado, BRZ Insurance, LLC
Mr. Christopher Taylor, The Hanover Insurance Company
Ms. Meredith Woodcock, Liberty Mutual Insurance Companies

## PROCEEDINGS

*(Meeting began at 10:35 a.m.)*

Mr. Olivieri: Good morning, everyone. I'd like to call to order the April 9th Governing Committee meeting. We have a few absences at this point. Chris Taylor, we know, will not be here. Meredith and Tiago are not here at this point. Hopefully they'll join us.

### 24.01 Transcript of Previous Meeting

Mr. Olivieri: The first agenda item is the previous meeting's minutes have been posted. I would entertain a motion to approve if anyone cares to do so.

Mr. DePaulo: So moved.

Mr. Olivieri: Do we have a second?

Mr. Harris: Second.

Mr. Olivieri: Any further discussion? All in favor?

All Committee Members: Aye.

Mr. Olivieri: Opposed? Motion carries.

### 24.04 President's Report

Mr. Olivieri: The next agenda item is the President's Report. Nat.

Ms. Hubley: Thank you. I have a few brief items to bring to your attention today.

You're all aware of Electric's withdrawal from the private passenger automobile marketplace. Their withdrawal plan was approved by the Commissioner of Insurance on March 13th. We were notified that the carrier will begin non-renewing policies in mid-May. So, we'll begin to see the quota share draw down over a 12-month period.

With respect to CAR's latest commercial rate filing, we filed on January 24th with a proposed effective date of July 1st. At this time, we are going to need to move that effective date to August in order to give carriers at least 90 days. We have had some requests for additional data from the reviewer but no real status of their review.

CAR did make its very large rule/form filing relating to the replacement of the forms that you approved at your last meeting. We made that filing on March 15th and await review by the State Rating Bureau.

Ms. Clemens: What's the effective on that?

Ms. Hubley: At this time, it's 1/1/27.

To give you a bit of a status report on private passenger rating process, as you know, our most recent rate change was placed on file for policies effective May 1, 2024. This change resulted in an overall rate increase of approximately 12.2%. CAR staff originally filed for this rate adjustment on September 6th with a proposed rate change of 16.9% effective February 1st. After review and discussion with the reviewer, CAR amended its filing to 12.2%. The concerns raised by the reviewer at that time were the proposed increase to the increased limit factors and some capping of rate increases for certain rate classes and territories.

Ultimately, the modified rates were placed on file January 25th of this year. To accommodate renewal cycles, the Assigned Risk Carriers require at least a 90-day notice to implement the change. Therefore, the modified rates take effect for policies effective 5/1 and later as noted.

At this time, we come to the close of the 2023 statistical reporting year. So, we now have a new year of data, and we will be in a position to review current MAIP indications later this summer after the AIB has gone through its review and editing of the date and prepares those indications for us. We will anticipate the next filing as soon as possible. CAR staff will continue to work with the AIB to evaluate other options as we can.

A brief status on the office lease. At your last meeting, I brought to your attention that CAR had made an offer to the new building owners. In fact, they have not yet responded to that offer. So, I don't really have anything new to report to you. The building was purchased by the new owner, Synergy. They passed papers on March 27th. We've heard from the building and we're working with them. Our brokers don't anticipate that they'll be much activity over the next few months. We will be meeting next month with the brokers and the three organizations to continue to review space needs and review other alternatives.

Mr. Harris: AIB and CAR are working together on this, when you say the three.

Ms. Hubley: The AIB, Fraud Bureau, CAR, and the Workers Comp. Bureau. We're really three individual groups but looking to see where we can maybe share space like we do here with this conference space and just really to identify, with the changes that have been made, whether we can continue to reduce our space needs.

To just let you know what some of our advisory committee activity will be after this meeting in preparation for your June meeting. The Market Review Committee is meeting this afternoon to consider an appeal by the Calianos Agency of a certain Norfolk and Dedham practice requiring full premium after a third payment or Notice of Cancellation has been issued.

The Loss Reserving Committee and the Compliance and Operations Committee will be meeting on June 5th. The Commercial Auto Committee will be meeting in May. We don't have a specific date. They'll continue their discussions relating to peer-to-peer and other activities to improve consistency among the commercial residual market. The Commercial Program Oversight Committee will be meeting on April 25th. They'll be continuing discussion of the issues related to book of business redistributions. Also, they'll begin drafting the RFP for the next Servicing Carrier appointment cycle. Finally, the MAIP Steering Committee will be meeting likely in April or May. They'll finalize discussions related to phys. dam. coverage limit, voluntary offer rule amendments and any other topics that may come before that committee.

That would conclude my report.

Mr. Olivieri: Thanks, Nat. Any questions?

Ms. Clemens: I just have one comment. On the MAIP filing, I think the timeline you mentioned is that an indication wouldn't be ready until late summer which puts us at almost a 12-month timeline from when we filed on 9/6 all the way until, again, the end of summer. Just wondering if there are alternatives to look at with AIB to perhaps accelerate their indication or look at alternatives so that we're not waiting a full 12 months knowing that there's likely an indicated rate need out there on MAIP.

Ms. Hubley: We will absolutely be working with the AIB to explore alternatives that may be available, as well as to look at some of the issues that were raised with this filing and see if there's something we can do to address those.

Ms. Clemens: Okay.

Ms. Hubley: I don't know the answer right now, though.

Ms. Clemens: Okay, thank you.

Mr. Olivieri: Any other questions, comments?

**24.05 Counsel's Report**

Mr. Olivieri: Counsel's Report.

Mr. Torres: Good morning, everyone. There are four items on today's counsel report and no action items.

The first item, the Calianos Insurance Agency appeal to the Division, there's no update on this matter. It remains fully briefed and argued. We continue to await a decision from the hearing officer at the Division.

The second item, the Point Insurance appeal or the Point II matter as we refer to it, the proceeding in which the Point Insurance Agency is challenging Arbella's termination, that also remains pending at the Division. Following a hearing last November and some additional briefing that occurred following that hearing, it appears that the hearing officer is now in a position to decide the appeal on the Point II matter.

The third item is the long-pending Rule 31 amendment. The Governing Committee's Rule 31 amendment is also pending at the Division. We await a decision on that matter as well.

The fourth and final item is a new item and you just heard it referred to in the President's Report and that's the Calianos Insurance Agency's market review hearing. The Market Review Committee is meeting this afternoon to consider allegations by the Calianos Insurance Agency that certain conduct by Norfolk and Dedham violates CAR Rule 28.C.2., and to consider whether or not certain conduct by Norfolk and Dedham identified by the Calianos Insurance Agency is unfair, unreasonable or improper.

Unless there are any questions, that concludes today's Counsel Report.

Mr. Olivieri: Thanks, Steve. Any questions?

**24.06 Commercial Automobile Committee**

Mr. Olivieri: Mr. DePaulo, Commercial Auto.

Mr. DePaulo: Thank you, Mr. Chairman. Good morning, everybody. I'll be reporting on the Commercial Auto Committee meeting of March 28th. We have four agenda items I'll be addressing and one item for consideration for you folks today.

The first agenda item is the eligibility for the peer-to-peer vehicle sharing program. The committee was provided with a draft of an industry survey which we had requested that staff put together and was informed that staff plans to create a PDF which will be available from CAR's website. Companies will receive an email with a link to access the survey and submit their responses. After some discussion, staff will update the survey to include one additional question and finalize it for distribution in the future. Staff also provided the committee with the findings of other states' residual market programs relative to the coverage eligibility for peer-to-peer sharing. There was a total of 21 plans that were reviewed. All 21 plans specifically excluded vehicle sharing in the private passenger market. On the commercial side, 15 plans excluded coverage through the leasing and rental concerns, one through the private passenger type rule and five plans were silent. More to come on that. We will continue our conversation as we have future meetings.

The next item is the default radius standardization. The committee continued its discussion of the default procedures for determining radius and geographic classification in the absence of credible documentation. The proposed procedure would be updated to use the higher of two options. Option 1 would be intermediate radius class and has been updated from using Territory 10, which is Boston, to using the highest rated territory which is consistent with the intent of the procedure.

The committee was also asked to decide whether option 2 which is the zone combination radius class and would be based on zone combination of Boston to New York or Boston to L.A./San Francisco, which has been suggested as a way to reduce any potential conflicts with claims processing. The committee noted that the premium difference between the two zone combinations was very minimal and agreed that the use of L.A./San Francisco would be beneficial for claims handling.

Accordingly, the committee unanimously voted to recommend the revised options that include the highest rated territory for option 1 and the zone combination of Boston to L.A./San Francisco for option 2 and the final radius and geographic classification be determined by the higher of the two options.

For some additional clarification, it was suggested that an introductory paragraph be changed from principal garaging and principal operation to principal garaging and/or principal radius of operation. The committee approved this change and unanimously voted to recommend to the Governing Committee today approval of the proposed changes to Chapter X of the Manual of Administrative Procedures as amended. This is an action item for your consideration. The proposed changes can be found in the Additional Information packet that was distributed. It was docket number GC24.06, Pages 4 and 5.

Mr. Olivieri: You're looking for a motion?

Mr. DePaulo: Yes, to accept the changes that we are recommending for options 1 and 2 which the classification will be determined based on the higher of the two options.

Mr. Olivieri: So, you're making that motion?

Ms. Clemens: I can make the motion. I make the motion to adopt the proposed changes for option 1 and option 2 from the Commercial Auto Committee.

Mr. Olivieri: Do we have a second?

Ms. McConnell: Second.

Mr. Olivieri: Any further discussion, questions? All in favor?

All Committee Members: Aye.

Mr. Olivieri: Opposed? Motion carries.

Mr. DePaulo: The next agenda item was the consistency in determining classification. The committee continued discussion of issues impacting the consistency among Servicing Carriers in determining the classification of certain public vehicles. Staff had outlined topics for consideration noting that mixed-use scenarios have been identified as challenging when determining classification. One option that could be contemplated is to modify the 80/20 rule or introduce a liability rating factor to address instances where the secondary usage represents a widely different exposure.

During the discussion, the Servicing Carriers advised the committee that the mixed-used scenario is not a real significant concern but rather the lack of documentation in certain circumstances. Because the committee had previously cited concerns with school bus risks without contracts, staff recommended developing a standard to address this scenario. It was suggested to use the bus NOC classification if no documentation was available at the policy inception and then reclassify the exposure once the documentation did become available. The committee agreed with this approach and directed staff to draft a default procedure for the committee to review at our next meeting.

Another underwriting question that had been raised pertained to the classification of vehicles owned by daycare centers. It was again suggested that the bus NOC would be the appropriate classification as daycare centers are not the same as schools or social agencies. Staff indicated that it would clarify the definition of bus NOC in the rating manual rules.

The committee continued the discussion relative to rating territory and whether the definition of "operating" applies only when the vehicle is actually transporting clients in order to define the highest rated territory. A number of valid points were raised in the discussion and the committee directed that staff research other states' residual markets to identify options for discussion at our next meeting. We will bring that up when we meet in May.

The last agenda item that we discussed was the on-hook towing coverage. The committee discussed adopting the on-hook coverage endorsement CA 04 52 11 20 sooner than the original proposed date of 1/1/27 effective date for the new policy coverage forms. The committee was informed that since the coverage is an endorsement to the business auto policy, it could be adopted sooner. While members were in favor of a more timely adoption, concerns were raised relative to certain risks seeking this coverage to which it may not be appropriate. Staff will review the current endorsement language to consider if additional clarification may be useful for discussion at our next meeting.

So, we have a lot of continuing items that we'll discuss in May. That would conclude my report.

Mr. Olivieri: Thank you, sir. Any questions for Thom?

**24.11 Compliance and Operations Committee**

Mr. Olivieri: Next up, Compliance and Operations. Wendy.

Ms. Browne: Good morning. I will be reporting on the items discussed by the Compliance and Operations Committee at their meeting on March 27th. Note that there are no action items.

Under the Compliance Audit Program, the committee was provided with the results of the Vermont Mutual Hybrid Audit. It was noted that the company has a LAD Agreement with Pilgrim Insurance Company. Relative to the LAD, there were no statistical reporting issues identified in the MAIP sample and Pilgrim was compliant with the Lane-Bolling statute, the Claims Performance Standards review, and the SIU evaluation.

On the Vermont Mutual side, there were three recurring statistical reporting issues on the premium side as well as three recurring claims reporting issues. The company was compliant with the Claims Performance Review and the SIU audits of garaging and policy facts. As the reporting issues were minor and did not impact the overall quota share and rate-making results, staff recommended a green light assessment. However, Vermont Mutual did not have sufficient referrals to meet the minimum SIU requirements and thus it was deemed noncompliant in this component of the audit.

Accordingly, the committee unanimously voted to accept the audit report and directed staff to conduct a focus audit in 2025 to retest the effectiveness of Vermont Mutual's SIU.

The committee was also provided with the results of the Farm Family focus audit which evaluated compliance of seven priority reporting issues identified in a prior Hybrid Audit. After working extensively with staff to resolve the reporting problems, staff determined that Farm Family has successfully addressed all the required correction items.

The committee unanimously voted to accept the audit report and return Farm Family to the normal audit cycle.

The committee was also informed that the system development effort related to CAR's Commercial Auditing System had experienced some delays and is now expected to be completed in June with the initial Servicing Carrier commercial audit beginning thereafter.

Finally, under SIU Reporting, the committee reviewed the SIU compliance reports that are provided annually to the Division of Insurance. It was noted that a third report was developed to address those companies expected to use the alternative methodology to achieve compliance with the SIU requirements. The committee unanimously accepted the reports and directed staff to distribute them to the Division.

That would conclude my report unless anyone has any questions.

Mr. Olivieri: Any questions?

Ms. Browne: Excellent, thank you.

**24.12 Loss Reserving Committee**

Mr. Olivieri: Tim, Loss Reserving.

Mr. Galligan: Good morning, everybody. I am reporting on the March 6th Loss Reserving Committee meeting. The Executive Summary of that meeting was included in your agenda that I'll be highlighting today. The records were distributed and are on file on CAR's website.

First, the committee discussed ongoing data reporting concerns and large losses that were reported during the current quarter. There were six new large losses greater than $1 million, three were in policy year 2022, one was in policy year 2021, and two were in policy year 2018. All six carried a $1 million Combined Single Limit. Also, three claims were removed as they dropped below this threshold. So, in total, for all years, there's 126 claims over $1 million with current incurred losses of approximately $216 million. That represents an increase of about $4 million over the prior quarter.

There were 17 new claims reported using the Large Loss Notification Form during the current quarter. Four of those claims carried a $5 million CSL and the rest are insured at a $1 million CSL. Because of the timing, there were several significant losses identified by these forms with no reported statistics that we took into consideration with the committee and they were used in the loss reserving data that ultimately makes the loss reserving projections. These losses included a $5 million PDL claim that was related to a pollution loss and several other BI claims with estimated losses totaling approximately $5 million for accident years 2018 to 2023.

Next, the committee set commercial loss reserves and ultimate deficits using data statistically reported through December 2023.

The committee estimated a policy year 2021 surplus of $23.3 million with an ultimate loss ratio of 67.4%. That represented a $180,000 increase from the prior quarter.

The committee estimated a policy year 2022 deficit of $20.9 million with an ultimate loss ratio of 87.6% resulting in a $3.7 million increase from the prior quarter. The increased deficit results are in part due to the increasing severity and large loss activity including three new large losses reported during the current quarter, as well as eight large claims that were reported in the prenotification process that were included in the data. So, policy year '22 now has 18 large losses reported for that year which is quite a bit.

The committee estimated a policy year 2023 deficit of $4.8 million with an ultimate loss ratio of 78.4%. This is a $1.8 million decrease from the prior quarter's projected deficit of $6.6 million.

Ultimate loss ratio and deficit projections for all policy years are attached to the Executive Summary. There is a lot more detail included in the records.

Finally, the next Loss Reserving Committee meeting is scheduled for June 5th, and we'll be making projections using the data through March 2024.

That concludes my report and I'd be happy to take any questions.

Mr. Olivieri: Any questions for Tim? Okay, thank you.

**24.13 Legal Contract Review Committee**

Mr. Olivieri: Next agenda item, Legal Contract Review Committee, which I will be reporting on.

On March 13th, this committee met. It's coming to the end of the five-year renewal engagement with our current counsel, TSH&D. I'll say that to save myself the effort of saying the whole name. What CAR has done in the past is every five years we convene a committee to review the relationship, services, whatnot, for our outside legal services.

The committee met and discussed with CAR staff for a while. The consensus was from staff, as well as the committee members, of which a couple have had direct engagement with our firm, the recommendation would be to continue because we are happy with their services at this point. We asked Natalie, who was on the committee with us, to present what their cost proposal would be to engage for another five years. That has been distributed to everyone on this committee. The Legal Contract Review Committee discussed the proposal. We thought it was more than fair and unanimously recommended that CAR, as an organization, enter into another five-year contract with TSH&D.

Having said that, I'll entertain a motion to enter into another five-year extension with our legal counsel.

Mr. DePaulo: So moved.

Mr. Harris: Second.

Mr. Olivieri: We have a first and a second. Any further discussion or any questions at all about the process or about where we are with that? All in favor?

All Committee Members: Aye.

Mr. Olivieri: Opposed? Motion carries. Congratulations.

**24.14 MAIP Steering Committee**

Mr. Olivieri: Next agenda item, Barry, MAIP Steering Committee.

Mr. Tagen: Good morning, Mr. Chairman, members of the committee. I will be reporting on the actions that took place at the March 14, 2024 MAIP Steering Committee meeting. I will be reporting on two items, one of which is an action item for your consideration.

The committee continued discussion regarding implementation of $175,000 maximum physical damage loss payable for MAIP policies. CAR staff provided the committee with an overview of the packet of exhibits including amendments to Rule 27 of the CAR Rules of Operation, amendments to the Private Passenger Residual Market Automobile Insurance Manual rule and rate pages, a draft endorsement form MP-0004, a proposed notice to policyholders, a procedures outline, the insurance binder and coverage selections page.

The committee concluded the following:

The committee approved the changes to Rule 27 and agreed upon a 120-day effective date timeframe for implementation pending approval by the Division of Insurance. The committee supported the amendments to Rules 3 and 22 of the Rating Manual, as well as modifications to the VRG rating page and references to the new endorsement. The committee did not have any changes to the draft endorsement form and agreed that it should be attached to all policies. Regarding the notice to policyholders, the committee recommended a more generic notice to the policyholders so that it could be attached to all MAIP policies renewing during the 12-month renewal cycle that will occur once the DOI approval has been obtained. Notice will be sent by the Assigned Risk Carrier and copied to the producer at least 45 days in advance. A separate lienholder notice will be developed that will include vehicle specific information for those risks impacted by the change. Assigned Risk Carriers will use the cost new value to determine which vehicles are included in this process. As producers will need assistance with policyholders, the Assigned Risk Carriers will also provide a list of policies containing high-value vehicles to the producer of record. Lastly, specific procedures and language were agreed upon relative to the insurance binder and the coverage selections page.

` The committee unanimously voted to modify the implementation procedures as discussed and to recommend to the Governing Committee approval of the proposed amendments to Rule 27 – Coverages, the amendments to the Private Passenger Residual Market Automobile Insurance Manual, and the draft MAIP endorsement form MP-0004 regarding the physical damage maximum loss payable of $175,000. The relevant pages can be found in your agenda, Docket #GC24.14, Exhibit #1, Pages 4 through 12. This is an action item for your consideration.

Mr. Olivieri: I'll entertain a motion to approve the proposed amendments to Rule 27 – Coverages, amendments to the Private Passenger Rating Manual, and the adoption of MAIP MP-0004 endorsement form regarding the physical damage maximum loss payable of $175,000.

Ms. Clemens: So moved.

Mr. Olivieri: Do we have a second?

Mr. Hughes: Second.

Mr. Olivieri: Any further discussion? All in favor?

All Committee Members: Aye.

Mr. Olivieri: Opposed? Motion carries.

Mr. Tagen: Great, thank you.

The second item discussed was regarding Rule 30 – Assigned Risk Company Procedures. Rule 30 Section C.1.c. – Procedures for Voluntary Writing of Risks from the MAIP states "The producer of record must be mailed notification of such offer ninety days prior to the policy expiration which shall contain the premium quotation to be offered. The policyholder shall be mailed the offer for voluntary coverage forty-five days prior to the policy expiration with a copy to the producer of record."

The committee discussed the timeframes of the offer of voluntary coverage notification and voted unanimously to allow for a reduction in the notification timeframe to the producer of no less than sixty days and to allow for electronic means – put that in quotes – "electronic means" - to be added to the rule as a delivery option. The proposed amendments to Rule 30 will be provided to the committee for review at the next meeting.

This would conclude my report unless the committee has any questions.

Mr. Olivieri: Questions for Barry?

Ms. Clemens: I have a comment. I think it's the right time to mention it. Certainly, for those that are industry monitoring, the MAIP assignments continue at an elevated level. I think we all know that this is partially contributed to by the voluntary appetite and the need for residual market placement. With that being said, I think that there are a couple of things that I'd like to propose to be looked at by the MAIP Steering Committee.

We're hearing that there are loopholes out there where agents and producers are placing risks into the MAIP pool even though they might have a voluntary offer. So, I would like the MAIP Steering Committee to review the rules attached to the documentation and proof regarding having no availability of a voluntary market.

The second thing that I think is a barrier is that the take-out procedures allowing for a risk to maintain in MAIP despite being offered a voluntary policy with a carrier in the market.

I think it's very important that we look at all avenues of reducing the MAIP volume. Certainly, the rate level is a big component of this. Having MAIP rates be below the voluntary is a different circumstance than when these policies were written. I think we need to consider every avenue to keep the health of our market and the size of the residual market including some of these policies that may be not as tight as they can be to make sure that the MAIP is really the last resort and not being used as a lower premium option with very similar coverages for a risk.

We have seen circumstances where a voluntary offer was made and the premium was $5,000 then we saw the risk come through on MAIP for $3,000. So, this is definitely happening in the market. This is something that we need to tighten up as an industry.

I don't know if you have any questions on that or comments?

Mr. Olivieri: Agreed. I think it is something that should be focused on and we need to get a handle on. To your point, it's supposed to be the market of last resort, not the market of best choice.

Ms. Clemens: Yes.

Mr. Olivieri: Any other comments or questions?

Mr. DePaulo: What kind of control measures do you put in place for that, though?

Ms. Clemens: I think that's really the question. I think that's up to the committee to discuss. I do think if there's an audit procedure where you at least have to maintain the declinations – I'm just throwing it out there – or some type of, at least focus, and reminder to producers that this is something that they have to abide by. If we find circumstances where we're seeing them go around it then you have more ramifications for those producers, in my opinion. But this is just for the committee to evaluate and not based on my view.

Mr. Olivieri: The only comment I would make to that is my guess is the producers who are exercising this option know exactly what they're doing. Trust me, it's easier to put it through a voluntary carrier even if it's more money than go through the underwriting process with MAIP. I think someone was going to ask a question. Tom?

Mr. Harris: I support every word Sarah is saying. I just want to understand what the next step is.

Mr. Olivieri: I think the next step is we'll give the direction to MAIP to look into this, investigate, come up with solutions, you know, figure out how big of a problem it is. I'm sure it is a significant problem at this point. But MAIP needs to review this, come back with a status and recommendations or whatnot that can potentially be done then we'll go from there. My guess is it's not going to get all wrapped up in one meeting, is it Barry? So, we'll see you back here again, I'm sure. Do you have any questions or follow-up for this committee?

Mr. Tagen: No. I took relatively good notes. I'm sure Wendy took better notes.

Mr. Olivieri: Thanks, Barry.

**Other Business**

Mr. Olivieri: Do we have any other business to come before the committee this morning? We do not have a reason to go into Executive Session, so I will entertain a motion to adjourn.

Ms. McConnell: So moved.

Mr. Olivieri: We have a motion. Do we have a second?

Ms. Clemens: Second.

Mr. Olivieri: All in favor?

All Committee Members: Aye.

Mr. Olivieri: Opposed? Motion carries. Meeting is adjourned. Thank you, everyone.

(*Meeting ended at 11:11 a.m.)*

NATALIE HUBLEY
President

Note: This Transcript has not been approved. It will be considered for approval at the next meeting of the Governing Committee.

Attachment

Boston, Massachusetts
May 7, 2024

The above proceedings have been transcribed in accordance with CAR's guidelines for producing quality transcripts, which provide for the elimination of insignificant material that does not alter the substance of the Committee's discussions, such as sidebar comments, the use of verbal fillers (i.e., uhm's and ah's), and commentary (i.e., "laughter" and "coughing").

**ATTACHMENT LISTING**

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| Docket #GC24.02, Exhibit #2 | Attendance Listing |

**GOVERNING COMMITTEE MEETING**
**SIGN-IN SHEET**
**APRIL 9, 2024**

**PLEASE PRINT**

| Individual's Name | Company / Agency |
|---|---|
| Thom Deraull | CABOT Risk Strategies |
| Mary McConnell | Safety Insurance |
| Ida Denard Jones | Denard Ins Agency Inc. |
| Tom Harris | Quincy Mutual |
| Nicole Martorana | FBinsure |
| Kevin Costigan | GEICO |
| PAM KRYNICKI | P.L. KRYNICKI INS. |
| Sarah Clemens | MAPFRE |
| Steve Torres | TSHID |
| Natalie Hubley | CAR |
| John Olivieri | agent |
| BILL HUGHES | ARBELLA |
| Regina Nagle | CAR |
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**GOVERNING COMMITTEE MEETING**
**SIGN-IN SHEET**
**APRIL 9, 2024**

| Individual's Name<br>PLEASE PRINT | Company / Agency |
|---|---|
| Steve Gautieri | CAR |
| MARK AIVES | CAR |
| BARRY TAGOW | Pilgrim Ins Co |
| Wendy Brown | CAR |
| Tim Kelly | Car |
| Lynne Rosenberg | CAR |
| Robin Jeggers | CAR |
| Pete McCabe | CAR |
| Sam DiBattista | CAR |
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