



COVID-19 Information Exchange

March 27, 2020



DMV Offices – Temporary Closures

- Field offices will be temporarily closed to the public statewide beginning March 27 and reopen, virtually, on April 2.
- All in-office appointments at this time will be canceled.
- DMV field office employees will return on Wednesday, April 1 to process transactions and begin training on the DMV Virtual Field Office, which began in a limited pilot March 23.

Expiring CDLs & Med Certs - Temporary Waiver

- Given the limited availability and operations of State Driver License Agencies and Medical facilities, FMCSA issued a waiver for expiring CDLs, CLPs and medical certificates until **June 30, 2020**.
- For expiring CDLs and CLPs:
 - Extends until June 30, 2020, the maximum period of **CDL** validity for CDLs due for renewal on or after March 1, 2020.
 - Extends until June 30, 2020, the maximum period of **CLP** validity for CLPs that are due for renewal on or after March 1, 2020, without requiring the CLP holders to retake the general and endorsement knowledge tests.
 - Waives the requirement that **CLP** holders wait 14 days to take the CDL skills test.

Expiring CDLs & Med Certs - Temporary Waiver

- For expiring med certs, provided that they have proof of a valid medical certification that was issued for a period of 90 days or longer and that expired on or after March 1, 2020:
 - Waives the requirement that CDL holders, CLP holders, and non-CDL drivers have a **medical examination and certification**.
 - Waives the requirement that, in order to maintain the **medical certification status** of “certified,” CDL or CLP holders provide the State Driver Licensing Agency with an original or copy of a subsequently issued medical examiner’s certificate.
 - Waives the requirement that the State Driver Licensing Agency change the CDL or CLP holder’s **medical certification** status to “not certified” upon the expiration of the medical examiner’s certificate or medical variance.
 - Waives the requirements under that the State Driver Licensing Agency initiate a CDL or CLP downgrade upon the expiration of the **medical examiner’s certificate** or medical variance.

Essential Business Status - Verification

- **Currently, there is not a requirement to show proof of essential business status;** however, as a proactive measure, companies may choose to provide employees with a letter and copy of the critical infrastructure guidance.
 - CTA distributed a template letter for companies to use
- CISA guidance and the Governor's guidance do not represent an exhaustive list of critical infrastructure workers – the list is evolving

Company Name

First and Last Name

Company Name

Facility Address
City, State, Zip

Truck drivers and employees supporting or enabling transportation functions (including but not limited to warehouse workers, dispatchers, mechanics, etc.) have been designated as essential critical infrastructure workers by the California State Public Health Officer, in accordance with the Executive Order issued by Governor Gavin Newsom.



Essential Critical Infrastructure Workforce

TRANSPORTATION AND LOGISTICS

Sector Profile & Essential Workforce

- Highway and Motor Carrier encompasses roadway, bridges, and tunnels. Vehicles include trucks, including those carrying hazardous materials; other commercial vehicles, including commercial motorcoaches and school bus employees of firms providing services that enable logistics operations, including cooling, storing, packaging, and distributing products for wholesale or retail sale or use.
- Maritime Transportation System consists of coastline, ports, waterways, and intermodal landside connections that allow the various modes of transportation to move people and goods to, from, and on the water
- Postal and Shipping includes large integrated carriers, regional and local courier services, mail services, mail management firms, and chartered and delivery services.
- Employees supporting or enabling transportation functions, including dispatchers, maintenance and repair technicians, warehouse workers, truck stop and rest area workers, and workers that maintain and inspect infrastructure (including those that require cross-border travel)
- Truck drivers who haul hazardous and waste materials to support critical infrastructure, capabilities, functions, and services
- Employees of firms providing services that enable logistics operations, including cooling, storing, packaging, and distributing products for wholesale or retail sale or use.
- Manufacturers and distributors (to include service centers and related operations) of packaging materials, pallets, crates, containers, and other supplies needed to support manufacturing, packaging staging and distribution operations
- Maritime transportation workers - port workers, mariners, equipment operators
- Truck drivers who haul hazardous and waste materials to support critical infrastructure, capabilities, functions, and services
- Automotive repair and maintenance facilities
- Postal and shipping workers, to include private companies
- Manufacturers and distributors (to include service centers and related operations) of packaging materials, pallets, crates, containers, and other supplies needed to support manufacturing, packaging staging and distribution operations

More information available at COVID19.ca.gov

Drug & Alcohol Testing Guidance

- **Random Testing** – If, due to disruptions caused by COVID-19, you are unable to perform random selections and tests, you should make up the tests by the end of the year. You should document in writing the specific reasons why you were unable to conduct tests on drivers randomly selected, and any actions taken to locate an alternative collection site or other testing resources.
- **Pre-Employment Testing** – If you are unable to conduct a pre-employment controlled substances test, you cannot allow a prospective employee to perform DOT safety sensitive functions until you receive a negative pre-employment test result.
- **Post-Accident Testing** – If you are unable to administer an alcohol test within 8 hours following the accident, or a controlled substance test within 32 hours following the accident, due to disruptions caused by COVID-19, you must document in writing the specific reasons why the test could not be conducted.
- **Reasonable suspicion testing** – You should document in writing the specific reasons why the test could not be conducted as required. This documentation should be provided in addition to the documentation of the observations leading to a test.
- **Return-to-duty (RTD) testing** – You must not allow the driver to perform any safety-sensitive functions until the RTD test is conducted and there is a negative result.
- **Follow-up testing** - If testing cannot be completed, you should document in writing the specific reasons why the testing could not be conducted. You should conduct the test as soon as practicable.

Update on Ongoing COVID-19 Issues

- **Border Report:** All Cargo operations with Mexico & Canada will continue normal operations and will not be impacted at this point; Ports of Entry will remain open; Hours of operations at cargo facilities continue to remain the same: Travel has been limited to essential travel only – this restriction is not intended to interfere with trade.
- **Weight Tolerance:** CTA is working with Caltrans, CalOES and CalSTA toward instituting a 10% weight tolerance on approved routes through an additional permitting process.
- **Food Availability:** CTA is working with the legislature and the Governor's office to address the limited availability of food for commercial drivers as restaurants and diners remain closed.
- **HMEs & TWICs:** TSA is finalizing an exemption that permits State licensing entities to grant a 120-day extension on a Hazardous Materials Endorsement (HME) security threat assessment for drivers whose HMEs expired on/after March 1, 2020. Current Federal regulations permit unescorted access to secure areas of maritime facilities or vessels with an expired TWIC under special circumstances.
- **TRU Rulemaking:** Comment deadline delayed by one month, following CTA/ATA letter requesting pause in rulemaking process.

Information Exchange Q&A

Please use the chat or questions feature to ask questions, raise priority issues.