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Motor Vehicle Division Policy Memo # 26-02- REVISED June 8th, 2026
Issuance of Non-Domiciled CDLs and CLPs – final FMCSA rule effective 3.16.2026

REVISED DATE: July 23rd, 2026
ORIGINAL: March 9, 2026

This revised version of PM26-02: Issuance of Non-Domiciled CDLs and CLPs – final FMCSA rule effective 3.16.2026 has been updated to adopt FMCSA's exemption to begin allowing COFA/FAS customers to obtain non-domiciled CDLs/CLPs.

FOR MORE INFORMATION: For information on the temporary process for non-domiciled CDL downgrade reinstatement, see the Addendum to this memo- PM26-02- ADDENDUM- Issuance of Non-Domiciled CDLs and CLPs – final FMCSA rule effective 3.16.2026

FROM: Kathleen Meradith-Eyers, MVD Director
TO: All MVD staff and all County Treasurers and County Treasurer staff that issue CDLs and CLPs

SUBJECT
This policy memo outlines guidance for issuing non-domiciled commercial driver's licenses (CDLs) and commercial learner's permits (CLPs) under FMCSA's new final rules effective 3/16/2026.

This revised version has been updated to adopt FMCSA's exemption to begin allowing COFA/FAS customers to obtain non-domiciled CDLs/CLPs.

At a high level, the new requirements for non-domiciled CDL and CLPs are:
- Only H-2A, H-2B, and E-2 visa holders or citizens from countries who are part of the Freely Associated States (COFA citizens) with an unexpired I-94 and foreign passport are eligible.
- The maximum validity period for these licenses has been reduced from 2 years to 1 year.
- An EAD is no longer acceptable proof of eligibility for a non-domiciled CDL or CLP.
- All issuance transactions must take place in person at a DOT issuance location, and the customer must bring their immigration documents with them every time.

SUMMARY AND TIMELINE OF EVENTS
September 29, 2025 – FMCSA issues interim final rule (IFR) requiring all states to immediately stop issuing non-domiciled CDLs and CLPs.

October 13, 2025 – MVD resumes issuance of non-domiciled CDLs and CLPs under IFR to H-2A, H-2B, and E-2 visa holders.

November 13, 2025 – Emergency stay order issued pausing enforcement of FMCSA's IFR. MVD begins issuing non-domiciled CDLs and CLPs under pre-IFR regulations.

December 11, 2025 – FMCSA directs MVD to temporarily pause issuance of all non-domiciled CLPs/CDLs and requests a corrective action plan (CAP) from MVD.

February 23, 2026 – FMCSA approves MVD's CAP.

March 2, 2026 – MVD resumes issuance of non-domiciled CDLs and CLPs under pre-IFR regulations and procedures until the March 16, 2026, revised final rules take effect.

March 16, 2026 – MVD changes its issuance practices for non-domiciled CDLs and CLPs to align with FMCSA's new final rules. Under the new final rules, only H-2A, H-2B, and E-2 visa holders are eligible for non-domiciled CDLs and CLPs.

May 14, 2026 - FMCSA granted all State Driver's Licensing Agencies a five-year exemption allowing them to issue non-domiciled CDLs and CLPs to citizens of the Freely Associated States (FAS) the Federated States of Micronesia, the Republic of the Marshall Islands, and the Republic of Palau who live in the U.S. and hold a valid, unexpired FAS passport and Form I-94 or I-94A. Customers in this category do not have to have a visa class of H-2A, H-2B or E-2 to be qualified for the non-domiciled CDL or CLP. The exemption only allows these customers to obtain a non-domiciled CDL or CLP. COFA customers are not eligible for full CDLs or CLPs and are not considered "permanent" for purposes of obtaining a CDL or CLP.

CURRENT

Since March 2, 2026, Iowa has been issuing non-domiciled CDLs and CLPs under pre-IFR regulations as outlined in PM 26-01.

NEW

Staff may process applications for nondomiciled CDLs and CLPs for customers who are eligible under the new FMCSA final rules, and effective June 8th, 2026, staff may also begin processing applications for non-domiciled CDLs and CLPs for citizens of the Freely Associated States (FAS)—the Federated States of Micronesia, the Republic of the Marshall Islands, and the Republic of Palau—who reside in the United States and present a valid, unexpired passport and Form I-94 or I-94A for a period of no longer than 1 year on the non-domiciled product.

County Issuance Status

- County treasurer offices will not resume issuing non-domiciled CDLs or CLPs until the transition to the new CORE system in early 2027.
- County offices should direct all non-domiciled CDL customers to an Iowa DOT issuance location.

When issuing non-domiciled CLPs or CDLs, driver's license issuance staff should follow the procedures outlined below:

- Each non-domiciled CDL applicant must provide the following at every license transaction:
    - A valid unexpired foreign passport and an I-94 with a future "valid until" or "admitted until" date with one of the following classifications: H-2A—Temporary Agricultural Worker, H-2B—Temporary Non-Agricultural Worker, or E-2—Treaty Investor.
    - For FAS/COFA citizens, a valid unexpired passport and an I-94 with a future "valid until" or "admitted until" date or a "D/S" (duration of stay) notation (an I-94 with no expiration date is also acceptable). The Class of Admission field will commonly show:
        - CFA/FSM = Compact of Free Association / Federated States of Micronesia
        - CFA/MIS or older CFA/RMI = Compact of Free Association / Republic of the Marshall Islands
        - CFA/PAL = Compact of Free Association / Palau
- EADs (also known as an I-766 or Employment Authorization Card) are no longer acceptable forms of

proof to obtain a non-domiciled CDL or CLP.

- Each issuance of a non-domiciled CDL or CLP must be reviewed and approved by the SAVE team prior to issuance.
- SAVE responses must be downloaded and added to the customer's ERMS file.
- The new rules only allow a maximum of 1 year on a non-domiciled product. Do not use the date automatically inserted by the SAVE program. It is imperative to note the new change to expiration dates.
- When determining the expiration date of the CDL or CLP, look at the expiration date listed on the applicant's physical I-94. The expiration date must not exceed the admit date or expiration date on the customer's physical I-94 or 1 year, whichever is sooner.
- Even if the I-94 contains no end date or is marked "duration of stay" or "D/S," the non-domiciled CDL or CLP can only be issued with an expiration date of 1 year.
- Foreign passports and I-94s will be required for each issuance, amendment, correction, reprint, reinstatement, transfer, renewal, or upgrade of any non-domiciled CDL or CLP. We will no longer rely on the SAVE system to provide sole authorization, and **all documents need to be valid, unexpired and present at the time of issuance**.

REQUIRED ISSUANCE STEPS

1. Determine whether the customer is eligible for a non-domiciled CLP or CDL. (Confirm the tabs in ARTS are "Green").

2. Review customer's immigration documents – all documents **must be unexpired and presented at each issuance**. We cannot issue non-domiciled CDLs based on any expired documents, pending applications or documents already in the ERMS file. Each customer **must** have at every license transaction:

   A valid unexpired foreign passport and I-94 with a future "valid until" or "admitted until" date with one of the following classifications: H-2A—Temporary Agricultural Worker, H-2B—Temporary Non-Agricultural Worker, E-2 —Treaty Investor, or FAS/COFA citizens who present a valid, unexpired FAS passport and Form I-94 or I-94A.

   FAS/COFA citizens do not need H-2A, H-2B, or E-2 visas to qualify for a non-domiciled CLP or CDL because they have a unique work authorization status. FAS citizens may live and work in the United States without a visa and without an expiration date on their Form I-94. However, their CLP or CDL will still be limited to a maximum one-year term, which is the longest period allowed for a nondomiciled license.

If the customer does not have the required documents, they are not eligible for a non-domiciled CDL or CLP.

<u>IMPORTANT:</u> EADs are no longer acceptable forms of proof to obtain a non-domiciled CDL or CLP and no citizen of Mexico or Canada can obtain a non-domiciled CDL in the U.S. *at all*, even if their I-94 shows H-2A, H-2B or E-2. Under the new final rule, FMCSA rescinded its previous guidance allowing a customer who is DACA (category C33) to obtain a non-domiciled CDL or CLP.

3. If the customer currently holds an unexpired non-domiciled CDL and does not present the required documents in (2) above and/or the SAVE check does not confirm their lawful status in the U.S. as an H-2A, H-2B or E-2 visa holder, the customer is no longer eligible to hold a non-domiciled CDL or CLP. Please refer to the "Required Downgrade Steps" below.

4. Enter/verify the customer's INS information on the identification tab.

5. Scan the immigration documents in the documents tab.

6. Close out the transaction. **DO NOT PUT THE TRANSACTION ON HOLD**. Putting the transaction on hold will result in the incorrect expiration date being pulled from SAVE.

7. CALL THE ACE TEAM at 515-237-3070. **DO NOT issue a non-domiciled CDL without contacting the ACE Team.**

8. Ask the customer to wait until you hear back from the ACE Team. Target response time is under 20 minutes but could take longer depending on volume at the time of the request.

9. The ACE Team will review all issuance documents scanned in and ensure expiration date matches the "valid

until" date on the I-94, not to exceed 1 year. If no date is listed, the expiration date must not exceed 1 year.

10. The ACE team will contact the SAVE experts to review the SAVE response and confirm SAVE verifies the driver's lawful presence in the United States and confirm the correct expiration date for the credential. The SAVE experts will add the SAVE response to the driver's record in ERMS.

11. The SAVE experts will also add the SAVE response to the ARTS record using the VLS supervisor tools so that issuance staff can issue the credential matching the expiration date on the I-94.

12. Once the ACE Team responds with an issuance approval, issuance staff will pull the customer back up and select the approved SAVE case, apply it to issuance, and proceed with the transaction.

13. The SAVE team and CDL program team will continue to monitor all non-domiciled CDL and CLP issuances on a daily basis until the new MVD360 IT system is programmed to take over many of the manual steps in the process.

REQUIRED DOWNGRADE STEPS

1. If a customer currently holds an unexpired non-domiciled CDL or CLP and appears at your counter to have their credential amended, corrected, reprinted, reinstated, transferred, renewed, or upgraded, the customer must provide proof they are eligible for a non-domiciled CDL or CLP under the new rules.

2. Acceptable proof of eligibility means the customer has a valid unexpired foreign passport and an I-94 with a future "valid until" or "admitted until" date with one of the following classifications: H-2A—Temporary Agricultural Worker, H-2B—Temporary Non-Agricultural Worker, E-2—Treaty Investor; or the customer is an FAS/COFA citizen with an unexpired passport and I-94 with a future "valid until" or "admitted until" date or "D/S" or "duration of stay" notation (an I-94 with no expiration date is also acceptable).

   For those who are FAS/COFA citizens, even if their I-94 has a future "valid until" or "admitted until" date, no expiration date, or "D/S" or "duration of stay" notation, the non-domiciled product must still be issued with a maximum expiration date of 1 year (or until the I-94 date, whichever is less).

3. If the customer does not have the required proof under (2) or the customer's lawful status is not verified via SAVE, the customer is no longer eligible to hold a non-domiciled CDL or CLP under the new rules and they must be referred for a downgrade of their non-domiciled CDL or CLP.

4. Scan the customer's immigration documents into ERMS and then send the name and customer number for any customer no longer eligible for a non-domiciled CDL or CLP to Ronee Slagle at ronee.slagle@iowadot.us.

5. Ronee will work with the Sanctions team to have a CDL cancellation issued and documented on a tracker.

QUESTIONS AND ANSWERS

WHAT IS A NON-DOMICILED CDL OR CLP?

A non-domiciled CDL or CLP is a commercial license that can be issued by a U.S. state to a person who is not a resident of that state, typically a foreign person domiciled in another country (excluding Mexico or Canada). To obtain a non-domiciled CDL or CLP, the person must be able to prove they are legally present in the United States.

WAS IOWA ISSUING NON-DOMICILED CREDENTIALS UNDER DIFFERENT RULES PRIOR TO MARCH 16, 2026?

Yes. When Iowa resumed issuing non-domiciled CDLs and CLPs on March 2, 2026, it was after approval from FMCSA of Iowa's Corrective Action Plan (CAP). In the meantime, FMCSA issued new final rules governing issuance of non-domiciled CDLs and CLPs which did not take effect until 3/16/2026. This means Iowa had to resume issuing non-domiciled CDLs and CLPs under the old rules (with some modifications) starting 3/2/2026 until the new rules took effect on 3/16/2026.

WHAT ARE THE MAIN DIFFERENCES BETWEEN THE OLD RULES WE FOLLOWED ON MARCH 2, 2026, AND THE NEW RULES WE ARE FOLLOWING AS OF MARCH 16, 2026?

Below is a simple chart of the main differences between the rules we were following as of 3/2/2026 and the new rules we will follow on 3/16/2026 and beyond:

	Old Rules from 3/2/26	**New Rules for 6/8/26**
Acceptable proof docs	Unexpired I-94 + foreign passport or EAD	Unexpired I-94 + foreign passport
Expiration date length	Match I-94 or EAD date not to exceed 2 years; 1 year if no date listed	Match I-94 date not to exceed 1 year; 1 year if no date listed
Eligible countries	All foreign countries except Mexico or Canada (unless customer was DACA)	All foreign countries except Mexico or Canada FAS citizens who present a valid, unexpired FAS passport and Form I-94 or I-94A
Must appear in person & provide proof docs	Appear in-person at all issuances, renewals, reinstatements, transfers, or upgrades. Provide updated proof docs only if valid docs not already in their ERMS file.	Appear in person and provide valid proof docs at all issuances, amendments, corrections, reprints, reinstatements, transfers, renewals or upgrades. Proof docs are required at every transaction.
SAVE response	Started keeping in ERMS file	Must be kept in ERMS file
Issuance process	Follow 3 tier issuance process, with approval by ACE team, then SAVE team	Follow 3 tier issuance process, with approval by ACE team, then SAVE team
Downgrade/cancellation	Not required unless all docs expired or SAVE check invalid	Required if customer cannot meet new criteria of H-2A, H-2B or E-2 or FAS/COFA citizen with valid, unexpired docs and confirmation of validity from SAVE

DO WE USE THE DATE THAT IS AUTOMATICALLY ENTERED INTO ARTS FROM SAVE AS THE EXPIRATION DATE ON THE NON-DOMICILED CDL and CLP?
No, the SAVE experts will add the SAVE response to the ARTS record using the VLS supervisor tools so that issuance staff can issue the credential matching the expiration date on the I-94.

ARE CURRENT NON-DOMICILED CREDENTIALS STILL VALID, OR WILL THEY BE CANCELED?
Unexpired non-domiciled CDLs and CLPs are still valid until their expiration date, unless any changes need to be made. If any changes need to be made to the credential, the new rules will apply.

WHAT IF A CUSTOMER WHO WAS PREVIOUSLY ISSUED UNDER THE OLD RULES NEEDS TO MAKE CHANGES TO THEIR NON-DOMICILED CDL OR CLP?
A customer who was issued under the old rules can keep their unexpired credential, but once they need to make any changes to their non-domiciled credential (including any issuance, amendment, correction, reprint, reinstatement, transfer, renewal, or upgrade), they must prove their eligibility under the new rules. For example, an EAD holder is no longer eligible under the new FMCSA rules to be issued a non-domiciled CDL or CLP. If a customer issued previously based on an EAD comes into be issued a duplicate due to an address change, the customer is no longer eligible for a non-domiciled CDL or CLP. Another example is a customer with an I-94 with a classification of UHP who comes in to renew. A customer with a UHP classification would have been eligible under the old rules to renew, but the new rules limit eligible I-94 classifications to only H-2A, H-2B or E-2, so this customer is no longer eligible for a non-domiciled CDL or CLP.

DO WE HAVE TO CANCEL A NON-DOMICILED CDL OR CLP IF THE CUSTOMER IS NO LONGER ELIGIBLE UNDER THE NEW RULES?
Yes. The new rules require us to cancel/downgrade the person's unexpired non-domiciled CDL or CLP if they need to make any changes to the license and they no longer qualify under the new rules. Please refer to the "Required Downgrade Steps" of this memo for more information.

WHAT IF WE NEED TO MAKE AN AMENDMENT OR CORRECTION TO A NON-DOMICILED CDL OR CLP AFTER THE CUSTOMER LEAVES?
Under the new rules, any amendment or correction to a non-domiciled CDL or CLP must be done in person. Prior to the new rules, amendments and corrections could take place through audits and did not always require an in-person visit. Because amendments and corrections now require in-person visits, our process will be to issue a cancellation to any customer with a non-domiciled CDL or CLP that needs an amendment or correction. The customer can then schedule an appointment or attempt to walk-in to have the required amendment or correction made to their non-domiciled CDL or CLP.

WHAT IF THE CUSTOMER NEEDS TO BE RE-ISSUED BECAUSE THEY NEVER RECEIVED THEIR PLASTIC CREDENTIAL IN THE MAIL?
Under the new rules, any reissuance of a non-domiciled CDL or CLP must be done in person. Prior to the new rules, reissuances due to the plastic credential not being received in the mail could take place through audits and did not require an in-person visit. Any re-issuance of a non-domiciled credential now requires an in-person visit. The customer must schedule an appointment or attempt to walk-in to request the reissuance of their non-domiciled CDL or CLP.

WHAT CAN WE SAY IF A CUSTOMER IS UPSET ABOUT THE NEW RULES?
If a customer who is not an H-2A, H-2B, or E-2 visa holder or FAS citizen has applied for a non-domiciled CLP or CDL, we will not be able to process their application due to new federal rules, and, in some cases, we may have

to cancel their existing non-domiciled CDL. We understand this change can be frustrating.
Here are some suggested talking points that can help explain clearly and with empathy:

1. **Acknowledge their frustration:**

I understand this is disappointing, and I know these changes can be confusing.

2. **Explain the reason clearly:**

Federal regulations have recently changed. States can now only issue non-domiciled CLPs and CDLs to individuals holding an H-2A, H-2B, or E-2 visa or to FAS citizens. This includes for anyone trying to renew or needing to be reissued.

3. **Clarify that it's not an Iowa-only decision:**

This isn't a DOT or Iowa decision – it is a federal rule that applies to every state.

4. **Offer an alternative:**

You can still apply for a regular, non-commercial driver's license to drive a personal vehicle, or an ID card.

5. **Provide possible next steps:**

If you're interested in obtaining a commercial driver's license in the future, you may want to contact U.S. Citizenship and Immigration Services (USCIS) to see if you qualify for permanent residency or one of the three visa types that are eligible for a non-domiciled CDL.

CAN A MEXICAN OR CANADIAN DRIVER BE ISSUED A NON-DOMICILED CDL OR CLP?

No, according to existing FMCSA regulation 49 CFR §383.23(b)(1), drivers who are citizens of Canada and Mexico are not eligible for non-domiciled CDLs because FMCSA has determined that commercial licenses issued by Canadian provinces and territories, and the United Mexican States, are in accordance with the standards established by FMCSA rules. Therefore, Mexican and all Canadian drivers who are in the U.S. on temporary status must have an appropriate commercial license from their home country, even if they are here on H2A, H2B, or E2 status. With the new rules taking effect 3/16/2026, FMCSA ended its previous exemption for Mexican residents in the U.S. under Category 33 DACA (Deferred Action for Childhood Arrivals). Accordingly, DACA recipients are **no longer** eligible for non-domiciled CDL and CLP products.

WHAT IF A CUSTOMER FROM CANADA OR MEXICO DOES NOT HOLD A CDL FROM THEIR HOME COUNTRY, CAN THEY STILL BE ISSUED A NON-COMMERCIAL IOWA DRIVER'S LICENSE?

Yes, customers who are citizens of Canada or Mexico who are temporarily present in the U.S. and do not hold a CDL in their home country can be issued a non-commercial driver's license or nonoperator identification card if they otherwise meet all eligibility requirements.

WHAT IF A CUSTOMER WHO DOES HOLD A VALID CANADIAN OR MEXICAN CDL WANTS TO OBTAIN A NON-COMMERICAL IOWA DRIVER'S LICENSE?

Customers who hold a CDL from Mexico or Canada can obtain a non-commercial Iowa driver's license while keeping their Mexican and Canadian CDL as long as they meet all eligibility requirements for the non-commercial Iowa driver's license. This is because customers holding a Canadian or Mexican CDL are treated uniquely compared to customers from most other foreign countries. Customers from Canada and Mexico are governed under reciprocity agreements between the United States Mexico and Canada. These reciprocity agreements allow Canadian and Mexican citizens to legally drive commercial vehicles in the U.S. using their home country CDLs. In fact, FMCSA regulations prohibit citizens of Canada and Mexico from obtaining a CDL in the United States. For this reason, customers holding a Canadian or Mexican CDL do not have to surrender their home country CDL to obtain a non-commercial Iowa driver's license.

DO CUSTOMERS HOLDING A MEXICAN OR CANADIAN CDL NEED TO SUBMIT A MEDICAL CERTIFICATE TO US?

No. Customers holding a Mexican or Canadian CDL follow Mexico's and Canada's standards for driver qualifications and requirement. FMCSA has deemed Mexico's and Canada's standards to be equivalent to the

standards for CDL drivers licensed by the United States.

WHAT IF THE CUSTOMER HOLDS A VALID EMPLOYMENT AUTHORIZATION DOCUMENT (EAD)?
The new FMCSA rules effective 3/16/2026 no longer allow us to accept an EAD as proof to obtain a non-domiciled CDL or CLP.

WILL MAKING A NOTATION ON THE CUSTOMER'S RECORD MEAN WE DON'T HAVE TO SCAN IN AND CHECK THE CUSTOMER'S IMMIGRATION PAPERWORK AT THEIR NEXT ISSUANCE?
No. A non-domiciled CDL or CLP holder's immigration paperwork must be provided, checked, verified with SAVE and scanned into ERMS at every license transaction.

CAN A NON-DOMICILED CDL OR CLP HOLDER RENEW OR OBTAIN ANY TYPE OF ISSUANCE ELECTRONICALLY?
No. Pursuant to current administrative rules, persons who are not U.S. citizens are not allowed to renew their credentials electronically. FMCSA regulations specifically require applicants for non-domiciled CDLs and CLPs to appear in person for each license transaction.

WILL ISSUANCE OF A NON-DOMICILED CDL OR CLP ALWAYS REQUIRE MORE THAN ONE STAFF PERSON TO REVIEW BEFORE ISSUING?
Yes. FMCSA regulations have previously required involvement of more than one staff person in the processing and verification of documents involved in issuance of commercial privileges. The two-person verification requirement for CDL issuance transactions requires that for offices with only one staff member, all documents must be processed or verified by a supervisor (or the ACE Team for county locations) before issuing a non-domiciled CDL or CLP; and for offices with more than one staff member, a SAVE Team member must still verify the documents and SAVE response within one day of issuance.

WHAT IF A CUSTOMER IS A NEW APPLICANT OR CURRENTLY HOLDS A VALID, UNEXPIRED NON-DOMICILED CDL AND IS A COFA MIGRANT, TPS, OR A REFUGEE OR ASYLEE WITH TEMPORARY OR PERMANENT OR INDEFINITE STATUS IN SAVE?
Customers who are COFA migrants or refugees or asylees with permanent or indefinite status in SAVE are no longer eligible for non-domiciled CDLs under the new rules. This is because these customers don't have an H-2A, H-2B or E-2 classification on their I-94. It's possible some of these customers may hold or be eligible for an I-551 (lawful permanent resident card). If the customer holds a valid I-551, they are eligible for a regular 8-year CDL.

WHAT IS THE DIFFERENCE BETWEEN A COFA (COMPACTS OF FREE ASSOCIATION) AND A FAS (FREELY ASSOCIATED STATES) CITIZEN?
Compacts of Free Association (COFA) is the **agreement/treaty** between the United States and certain Pacific nations.
Freely Associated States (FAS) refers to the countries themselves that are part of those agreements. The three FAS countries are:

- Federated States of Micronesia
- Republic of the Marshall Islands
- Republic of Palau

COFA citizen OR FAS citizen means a citizen of one of those countries who has rights under the Compact of Free Association. The terms are often used interchangeably because they refer to the same group of people.

WHAT IF A CUSTOMER IS A U.S. CITIZEN OR A LAWFUL PERMANENT RESIDENT?
Customers who are U.S. citizens or those who have lawful permanent residency (including Mexicans and Canadians) and hold a permanent resident card (I-551) can continue to obtain regular CDLs valid for 8 years and

regular CLPs as long as they provide valid proof of U.S. citizenship or lawful permanent resident status.

WHAT IF A CUSTOMER IS DOMICILED IN PUERTO RICO, U.S. VIRGIN ISLANDS, GUAM, AMERICAN SAMOA, OR THE COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS?

If a customer is domiciled in one of the places listed above, which are United States territories, the customer is not domiciled in a "foreign jurisdiction" under the federal regulations. To be issued a regular CDL or CLP, a customer domiciled in one of the jurisdictions listed above must provide a document indicating U.S. citizenship or lawful permanent residency as provided in Table 1 of FMCSA regulation 49 CFR §383.71.

WHEN WILL COUNTIES RESUME ISSUING NON-DOMICILED CDL/CLP CREDENTIALS?

Because of the procedures we had to put in place as part of the Corrective Action Plan (CAP), county issuance of non-domiciled CDLs and CLPs won't resume until the new CORE system is implemented in early 2027. A list of Iowa DOT issuance locations can be found on the Iowa DOT website.