

Oregon State Board of Towing Updates

Chief of Police/County Sheriff Board Member Position

Chief Cord Wood of the **McMinnville Police Department** has applied for the **Chief of Police/County Sheriff** board position with the Oregon State Board of Towing.

Voluntary Surrender of Tow Business Certificates and Tow Plates

Parking Enforcement Services, dba Retriever Towing, voluntarily surrendered **15 tow plates** in lieu of further investigation and possible disciplinary action by the Board.

The effective date of the surrender is **July 1, 2025**.

Private Property Impounds: Senate Bill 1036

Senate Bill 1036, a collaborative effort between the Board, the **Oregon Tow Truck Association** and **legislators**, resolves contradictions in Oregon laws and brings vehicles towed from residential complexes, businesses, and other private parking lots in alignment with Oregon's towing requirements. The law goes into effect January 1, 2026.

The key change to the law is:

Tow companies can no longer self-identify vehicles for towing without prior authorization to tow “the” vehicle. SB1036 simplifies the wording of ORS 98.854 (2), which, as written, was used by a small number of towers to justify patrol parking and towing vehicles without a signed authorization in violation of Oregon’s towing laws.

Collaborative Partnerships and Compliance Enforcement

Deschutes County: The Board participated in a multi-agency tour of county owned property to discuss solutions for vehicle ownership, towing of abandoned vehicle and other property.

July 30, 2025 Joint Operation: The Board and law enforcement partners participated in a joint operation focused on illegal tow operations and tow vehicle safety.

Operating Without Tow Business Certification

ORS 822.200 requires anyone providing or advertising tow or recovery services (for direct or indirect compensation) in Oregon to have a DMV issued tow business certificate and tow plates. Violation is a Class A misdemeanor and subject to disciplinary action by the Board.

Completing a tow business certificate application with the intent of leasing, renting, or otherwise allowing the use of that tow business certificate by another company is a violation of **ORS 822.605**, a Class C Felony and subject to disciplinary action by the Board.

The Board is finding a significant number of tow companies **“leasing” or “renting” tow vehicles with the assigned tow plates and tow business certificates** to another company or individual, who then uses the vehicle for tow and recovery services without the person or company having their own tow business certificate.

The Board is reviewing complaints, opening investigations, and may take disciplinary action to ensure compliance.

Proposed Administrative Rules and Legislative Concept Processes

The Board has been asked to submit possible Legislative Concepts and ideas for the 2027 session.

The Board is also preparing for the proposed administrative rules process.

Among the concepts the Board may discuss at the August Board meeting are:

1. Revisiting HB3186, clarifying the relationship between the Board and DMV.
 2. Changes made to authority to identify vehicles to be towed under SB1036
 3. Towing rates and fees, and expectations of towing charges
 4. Other statutes needing interpretation of intent in rule, or amendment to the statute.
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Interim Session Work Group

The Board is convening a **work group during the legislative interim session** to resolve inconsistencies, regulatory gaps and legal gray areas identified in Oregon's towing laws

Work Group Discussions *May* Include the above and additional topics:


1. **Combining tow related statutes under one chapter for consistency** of regulation and expectation, ensuring consistency in compliance and enforcement, and provide better clarity to the public, towing industry, and partners.
 2. Creating a regulation or standards for **repossession and roadside assistance companies**.
 3. Developing a **State-issued tow business license**, providing:
 - Minimum industry, operational, and professional standards.
 - Legal transparency for the public.
 - Greater professional accountability.
 4. **Mandatory tow reporting** to law enforcement.
 5. Oversight and compliance enforcement of **repossession and roadside assistance** operations.
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