



Oregon State Board of Towing Electric Vehicles and Charging Stations - Discussion February 10, 2026

This document does not represent formal Board decisions or policy; the document facilitates board discussion to:

- 1. Define or clarify ambiguity in Oregon law.*
- 2. Address situations and scenarios submitted in complaints*
- 3. Answer questions or provide clarification to the public, towing industry, and board partners.*

Objectives:

Discuss questions and concerns regarding electric and hybrid vehicles left charging on private property and in private parking facilities.

Scenarios:

- A vehicle left at a charging station located within a commercial private parking lot (e.g., store, hotel, restaurant, dealership) for overnight, after-hours, or extended charging without the authorization of the property owner.
- Vehicles left at a charging station located within a residential private parking lot.
- Vehicles left at a charging station located within an area of a commercial facility not for public use (e.g., gated entry or signs posted demonstrating “authorized persons only”)
- Vehicles parked in a private driveway using the resident’s outdoor electric outlet to charge a vehicle.
- Vehicles parked at a curb (blocking or partially blocking a private driveway) using the resident’s outdoor electric outlet to charge a vehicle.

Discussion:

Is there any difference in requirements from towing an abandoned vehicle from a charging station than from the rest of a private parking facility?

Best practices:

- Who is responsible for removing the charging cable from the vehicle?
- Damages caused by towing an EV/hybrid not in “tow mode.”
- Securing and transporting the mobile charger adapter.
- Storage rates for EVs and hybrids towed as PPI.
- Other questions and considerations.