
Oregon State Board of Towing



Compliance Report

To: Oregon State Board of Towing Board Members

From: Torey McCullough, Board Administrator

Date: February 10, 2026

Disciplinary Action updates:

The actions from the 01.13.2026 complaint and investigation work sheet have been completed and are attached.

Complaints and Investigations:

A significant number of complaints continue to demonstrate violation of Oregon's laws by the vehicle owner, or the complainant's misunderstanding of Oregon's laws. For these reasons, the Board's investigation reports and complaints are not available to the public unless required by law.

Board staff continues to process the 2024 complaints for substantiated violations or demonstrating a tower's compliance with the statutes.

There are approximately 50 open investigations at this time.

The goal is to have 21 investigation reports ready for Board review at the March meeting.

Trends:

1. Private Property Impounds:

There has been a significant decrease in private property impound complaints without authorization, and a substantial decrease in PPI complaints overall. Outreach is still needed to assist towers in full compliance requirements of ORS 98.853 - 98.858.

2. Operating without a tow business certificate:

The Oregon State Board of Towing is responsible for protection of the safety and well-being of the public through the regulation of the towing industry by administering and enforcing the laws and rules of the State of Oregon, setting professional standards and expectations of the towing industry, and ensuring fairness and continuity of towing services provided by Oregon's towing industry

Board complaints are showing a trend of tow vehicles on tow rotations not operating under a valid tow business certificate.

3. There is an increase in complainants and vehicle owners attempting to litigate a vehicle impound through the Board's process. The majority of these complaint allegations are outside the scope of the board (damages and vehicle ownership issues), or demonstrate the decision of the vehicle owner/operator's actions resulting in the tow of the vehicle. A number of these complaints will be reviewed at the March Board compliance review session.

Board staff have drafted a road map and is updating materials to provide vehicle owners with information and resources to assist education of the public.

Numbers:

Board staff is working with FileVine staff to ensure accurate reporting of data, including the number of complaints and inquiries received, areas of the state, types of complaints, and which complaints demonstrate violations.

Waste Tire permits:

- DEQ periodically receives information alleging companies are storing, receiving and hauling waste tires for disposal without the required DEQ waste tire permit.
- Many of the carriers may also be unlicensed tow operations.
- Board assistance is requested to (1) remind the towing industry of the waste tire requirements and (2) assist in identifying illegal tow operations that may be operating without the tow business certificates and the required waste permit.
- Reminder: DEQ offers non-disciplinary inspections for tow yards to ensure the tow yard inspections meet the DEQ and environmental standards.

SUBJECT: Oregon DEQ Waste Tire Management Program

Oregon DEQ periodically receives complaints about companies that collect, receive, and transport waste tires. A waste tire is a tire "that is no longer suitable for its original intended purpose because of wear, damage or defect."

If a business has waste tires for disposal and is not hauling their own waste tires to a DEQ permitted waste tire storage site, they must use a DEQ permitted waste tire carrier. Using an authorized waste tire carrier ensures that waste tires are sent to sites that properly recycle or dispose of waste tires.

The following provides more information about permitting requirements for waste tire carriers:

- DEQ issues waste tire carrier permits to individuals and businesses authorized to transport waste tires to processing or disposal facilities authorized by DEQ.
- The permit application fee is \$25 and requires the applicant to provide a \$5,000 bond. Permittees must file annual reports with DEQ and keep records of transport, collection, storage and delivery of waste tires.
- Operating as a waste tire carrier or storage facility without a DEQ permit is a violation of state law and subject to civil penalties.
- Certain exemptions exist for private, small-scale transport (fewer than 5 tires) or licensed solid waste collection services.

Any person or business that collects or transports waste tires must have a waste tire carrier permit. This requirement applies regardless of how the person or business obtains custody of the tires or whether the tires are bought or obtained free of charge.

If you have questions on whether you need a waste tire carrier permit, and for more information, go to DEQ's website:

[Department of Environmental Quality : Waste Tire Management : Solid Waste Program : State of Oregon](#)