



CITY OF TUALATIN

Memorandum

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Don Hudson, Assistant City Manager/Finance Director
William Sullivan, Management Analyst II - Finance

DATE: November 10, 2025

RE: Private Property Impoundment Rate Comparisons to Neighboring/Comparator Cities

BACKGROUND:

In October 2013, City Council passed an ordinance (codified in Tualatin Municipal Code 8-5) to require towing operators to seek a license to operate within the city and follow certain rules when towing a vehicle on private property ("private property impoundment"). Currently, ten such businesses are licensed to operate in Tualatin. Beaverton Towing, one of the licensed towing operators, has requested a review of the rates previously set by the City Council, which have not been altered since they were first established.

At the September 8, 2025 meeting, the City Council discussed the matter and asked that staff return at a future meeting with more information on what our neighboring cities and other regional comparator cities are doing to regulate private property impoundment rates.

SUMMARY:

Other than Tualatin, only three other cities in the metro area regulate private parking impoundment: Portland, Gresham, and Fairview. A review of other neighboring and comparator cities showed that while other cities regulate towing done by or at the request of their police departments, most do not regulate towing requested by a private party from private property.

Of the few cities that regulate private parking impoundment, Tualatin's rates almost all fall in the middle of the four cities, with Fairview's rates generally the lowest, then Tualatin's, then Gresham's, and finally Portland allowing tow companies to charge higher rates than the other three cities. A comparison of City rate caps can be found below in Table 1. With the exception of Portland's City Service Fee (which is paid to the City), all fees are paid by the owner of a towed vehicle directly to the towing company.

Adopting the rates proposed by Beaverton Towing would allow licensed towing companies in the city to charge the highest rates of the region's cities that regulate private parking impoundment and would exceed Portland's rate caps. Those proposed rates can be found in the rightmost column of Table 1.

Additionally, staff also reviewed towing-related sections of other cities' municipal codes. A comparison of those cities can be found in Table 2. While those cities do not regulate rates for

private parking impoundment, all cities in Oregon are subject to rule-making by Oregon's State Board of Towing's. The Board's Private Property Impound (PPI) Public Policy states that the Board can hear complaints about predatory towing practices and issue disciplinary findings, but the Board itself has not regulated rates and fees (though doing so is a stated goal in their 2025 Strategic Plan, so that may change).

Table 1. Comparison of City Rate Caps related to Private Property Impoundment

	<u>Portland</u>	<u>Gresham</u>	<u>Fairview</u>	<u>Tualatin</u>	<u>Beaverton Towing Proposed Rates</u>
Corresponding Municipal Code §§	7.24	9.75	8.3	8-5	
Policy/Fees last updated:	7/1/2025	2/1/2019	12/2/2016	10/28/2013	
<u>Hookup Fees</u>					
Class A	\$196.00	\$200.00	\$150.00	\$175.00	\$250.00
Class B	\$206.00	\$250.00	\$160.00	\$200.00	\$395.00
Class C	\$363.00 per hour	\$350.00	\$240.00	\$250.00	\$495.00
Data Services Fee	\$23.00	N/A	N/A	N/A	N/A
City Service Fee	\$53.00	N/A	N/A	N/A	N/A
<u>Towed Mileage Fee</u>					
Class A	\$5.00/mile	\$4.50/mile	\$3.80/ mile	\$4.50/mile	\$8.00/mile
Class B	\$6.80/mile	\$5.00/mile	\$4.50/mile	\$4.50/mile	\$8.00/mile
Class C	Included in hourly Hookup Fee	\$6.00/mile	\$5.50/mile	\$4.50/mile	\$8.00/mile
Maximum miles chargeable (all classes)	8	5	5	10	10
<u>Lien Filing Fee</u>					
<i>Charged after vehicle has been in storage for 5 days</i>					
Vehicles valued under \$1,000.00	\$47.00	\$45.00	N/A	N/A	N/A
Vehicles valued \$1,000.00 - \$2,500.00	\$64.00	\$60.00	N/A	N/A	N/A
Vehicles valued more than \$2,500.00 (for Portland and Gresham, this also includes any vehicle with plates from a state other than OR or WA)	\$99.00	\$85.00 plus advertising cost as required by law	N/A	N/A	N/A
<u>Release At Scene (RAS)/Drop Fee</u>					
Class A	\$196.00 Hookup Fee + \$23.00 Data Services Fee + \$53.00 City Service Fee	\$200.00	\$150.00	\$175.00	\$250.00
Class B	\$206.00 Hookup Fee + \$23.00 Data Services Fee + \$53.00 City Service Fee	\$250.00	\$160.00	\$200.00	\$395.00
Class C	Port to Scene Hourly Fee + \$23.00 Data Services Fee + \$53.00 City Service Fee	\$350.00	\$240.00	\$250.00	\$495.00
<u>Storage Fee</u>					
<i>After grace period of...</i>	4 hours	2 hours	4 hours	N/A	N/A
Per 24-hour period (or part thereof after first day):	\$32.00	\$30.00	\$25.00	\$25.00	\$50.00
Vehicles over 20' long	\$43.00	\$35.00	\$35.00	\$35.00	\$70.00
<u>Additional Fees</u>					
After Hours Release/Gate Fee	\$45.00	\$50.00	\$25.00	\$25.00	\$55.00
<i>Applicable between 6pm-8am Monday-Friday and all day Saturday, Sunday, and City holidays</i>					
Labor Standby/Recovery Time	\$22.00 per quarter- hour after 30 minutes on-scene	\$18.00 per quarter- hour after 15 minutes on-scene	\$18.00 per quarter- hour after 30 minutes on-scene	N/A	N/A
Tarping Fee	N/A	\$25.00	N/A	N/A	N/A
<i>Securing a vehicle from weather</i>					

Table 2. Review of Cities that do not Regulate Private Parking Impoundment

Beaverton	Beaverton may have previously regulated towing fees (Beaverton Municipal Code Chapter 6.06), but the City repealed most sections of the chapter in March 2001, leaving only one section requiring the City to maintain a list of towing companies available on an on-call basis for <i>City-requested</i> tows (§ 6.06.060). § 6.05.050 allows the Council to set charges “deemed reasonable,” but no such regulations were found in the City’s Code, ordinances, nor resolutions.
Canby	Canby Municipal Code does not contain any regulations specifically related to private parking impoundment.
Happy Valley	Happy Valley Municipal Code does not contain any regulations specifically related to private parking impoundment. On July 30, 2025, the Clackamas County Sheriff’s Office, Happy Valley PD, Wilsonville PD, Oregon City PD, and state partners took coordinated enforcement actions against predatory illegal towing operations (CCSO press release here), but there does not seem to have been any relevant regulations codified locally to-date.
Hillsboro	Hillsboro Municipal Code does not contain any regulations specifically related to private parking impoundment.
Lake Oswego	Lake Oswego Municipal Code does not contain any regulations specifically related to private parking impoundment.
Milwaukie	Milwaukie Municipal Code does not regulate private towing fees. It only stipulates that private towing companies have to notify the Police Department before towing or face a penalty not to exceed \$500.00. (Code § 10.54.020-030).
Oregon City	Oregon City Municipal Code does not contain any regulations specifically related to private parking impoundment.
Sherwood	Sherwood Municipal Code does not contain any regulations specifically related to private parking impoundment.
Tigard	Tigard Municipal Code does not contain any regulations specifically related to private parking impoundment.
West Linn	It seems that the West Linn Municipal Code used to have a Code section on private parking towing (6.250), but that was repealed in June 2016.
Wilsonville	Wilsonville Municipal Code does not contain any regulations specifically related to private parking impoundment.

Attachments:

- Portland Bureau of Transportation Private Property Impound Rates
- City of Gresham Resolution No. 3343 (updating PPI fees)
- City of Fairview Maximum Rates – Towing & Related Services
- Tualatin Municipal Code 8-5-080 Towing and Storage Rates
- Letter from Beaverton Towing Requesting City Council Review Towing Rates