



CITY OF

PORTLAND, OREGON

OFFICE OF NEIGHBORHOOD INVOLVEMENT

Chloe Eudaly, Commissioner
Suk Rhee, Bureau Director
Noise Control Program
1221 SW 4th Avenue, Room 110
Portland, Oregon 97204

Promoting a culture of civic engagement

**Minutes
Noise Review Board
February 14, 2018**

Present: Kerrie Standlee, Jamie Hurd, Michael Wallace, and Paul van Orden

Guest: Ernest Harris, incoming Noise Review Board member

Minutes: Jason Coulter, Noise Inspector (transcribed by Katherine Couch)

Motion for Chairperson Nomination and Vote

Paul van Orden states that the Noise Review Board will need to nominate a Chairperson, since Melissa Stewart, previous Chair, termed out.

**Jamie Hurd nominates Kerrie Standlee
Michael Wallace seconds the nomination.
The motion passes unanimously, 3 – 0.**

PIR –A request from Dave Sweeney, representing Friends of Portland International Raceway, for a race at Portland International Raceway (PIR).

The request is for a one-year variance for the 58th Rose Cup Races featuring the Pirelli World Challenge and Vintage Racing Groups. The variance request is for the dates between July 12, 2018 and July 15, 2018. If approved would use up one of four annual race variances available in Portland to operate at the decibel limit of 110 dBA (FAST) as measured at 50 feet from the racing vehicles.

Dave Sweeney

This is the 58th year of the event, and the 1st year ever that a variance has been sought. This year, the Rose Cup Races will include the Pirelli World Challenge. For the first time, the Friends of PIR became promoter for event. Attending the hearing also was the President of Friends of PIR, Harry Bachman, and Greg Gill, the President of the Pirelli World Challenge, traveling from Austin TX. Friends of PIR is requesting a variance to operate at the decibel limit of 110 dBA (FAST) as measured at 50 feet from the racing vehicles.

Of the 4 variances to be allowed at PIR, 110 is the lowest possible dBA level request (There are 2 allowed at 110 dBA, 1 at 112 dBA, and 1 at 115 dBA). Friends of PIR are seeking a variance to allow the high performing Pirelli World Challenge cars, which may exceed the 110 dBA. Any exceedance of this level will be shown the black flag, then will be shown off the field to make any adjustments, and if the auto exceeds the allotted level again, they will not be able to race again in the World Challenge. Having this race will be a financial benefit to Portland and PIR. They are planning practice sessions on Friday, Saturday, and Sunday that vary from 15 minutes, up to an hour for World Challenge cars. In the amateur races, there will be 4 classes of cars, and most won't come close to 110.

Notice was sent to 12 Neighborhood Associations. There were no responses, except for 2 associations. 1 was supportive, and another was under the perception that the requested variance was for an entire year, as opposed to a weekend. Race times are either 60, 40, or 20 minutes.

Questions from Noise Review Board members

In response to a question by Michael Wallace – why was there no variance in the past? Answer: *A variance is not needed without the Pirelli World Challenge, due to the lower decibel level of the amateur races.*

In response to a question by Ernest Harris asking about consequences of being above the allowable dBA limit, the answer is *that the offending auto would not be allowed to drive in the race.*

Dave Sweeney continues, explaining that there are noise meters at trackside, along with roving noise meters and a noise meter in the community.

Typically, there are no complaints with this event.

Kerrie Standlee has questions about enforcement, and the procedure with the wandering meter. He wants to know if we can stipulate that autos be measured while idling before the race?

Dave Sweeney indicates *this would be problematic. The sounds generated while moving will be different at a standing position. Additionally, the engines of the autos would incur substantial damage to run the throttle to the top of the rpms used when racing while at a standstill.*

Harry Bachman elaborates the black flag process they use and the reasons why (rpm and amount of pressure, torque, etc. If the auto is within 1 point of the allowable limit, they are notified immediately and then have to come off the track.) Unless the reason is gross negligence or ignorance, coming into compliance is not a problem. On average, with all the steps to make it to the race, it costs \$100,000 to be there.

Kerrie Standlee asks for neighborhood data to know what level at the track is exceeding 65dBA in the neighborhood.

EC Mueller, PIR General Manager, says that *PIR does have data. 103dBA translates to 65dBA in the neighborhood. Black flagging at 103dBA occurs on non-varianced races*
PIR representatives came to the NRB in 2016 with data from SVRA. They see very consistent numbers of 103 translating to 65.

Paul van Orden asks for an update on the monitoring system in the neighborhood

EC states that PIR is the only track does real time monitoring available on their website. They have encountered a variety of problems before getting it up and reliably working.

1. Connectivity had been the biggest issue. It took almost a year to find why the meter would turn off and reboot. It turns out they were running into a mini- situation of denial of service. They worked with BK (the company that supplies and makes the meters), and BTS.
2. Spambots were making so many calls to meters, it would turn the meters off.
3. To thwart this, they had to install firewalls.
4. The metal box around the meters kept the inside too hot, and firewalls don't work well over a certain temperature.
5. The next step required the installation of environmental systems to keep the system from overheating.
6. They then needed to create a white list to allow communications from safe sources.
7. Instead of pulling from the PIR system, the firewall was pulling the IP addresses from whomever was looking at information.
8. They then had to build a proxy server to get around the firewall.
9. It now should be functional.

More on the black flag system. If an auto exceeds the allowed decibel limit for the event, they have to go to their techs. If they've recorded what they did to the car to remedy the issue, and show it to the PIR representative, they go back to the track. However, if they are still in exceedance, they're done.

Jamie Hurd – considering the expense to get here and lack of complaints, it seems like this system is working.

Jamie Hurd makes a motion to approve this variance request, with the following conditions:

- A noise variance is given to Dave Sweeney, representing Friends of Portland International Raceway, for a race at Portland International Raceway (PIR). The request is for a one-year variance for the 58th Rose Cup Races featuring the Pirelli World Challenge and Vintage Racing Groups. The variance is for the dates between July 12, 2018 and July 15, 2018
- Measured dBA level is 110 FAST at trackside. Any racing vehicles operating above this level will be black flagged, removed from the race and not allowed to return to the race until the cars have been adjusted to meet the dBA requirement. If the dBA level is exceeded again, they are black flagged and removed from the race.

- The applicant will notify the Noise Control Office of any complaints related to the event. A mitigation plan will be formulated with the Noise Office.
- Noise measurements will be monitored and recorded during the event. The sound level measurements will be supplied to the Noise Control Office within 2 weeks, 14 calendar days, following the event. Readings will also be made available upon request of the Noise Office during the event.

Michael Wallace seconds the motion.

The motion unanimously passes, 3 – 0.

PIR - A request from Dave Sweeney, representing Sportscar Vintage Racing Association (SVRA) for a race at Portland International Raceway (PIR).

The request is for a three- year, multi-year variance for the Portland Vintage Racing Festival, to be held for one weekend of racing each year (2018 to 2020, beginning July 26, 2018 through July 29, 2018.) The variance, if approved, would use up one of four annual race variances available in Portland to operate at the decibel limit of 112 dBA (FAST) as measured at 50 feet from the racing vehicles.

This is SVRA's 43rd year and the 4th year SVRA will be the promoter. SVRA will also include historic Grand Prix formula one cars. PIR is only one of 3 tracks in North America hosting this event. There are typically no complaints for this race.

The request is usually for the 115dBA, but is being reduced to 112. It will be run the same way as last 40 years, but historically has not risen to this dBA level. Since only one race is allowable at the 115 level, as specified by City Council in 1988, this level will be requested for the Indy Car race, to be heard at the April hearing.

The SVRA autos will be grouped by performance, style, and power of engine. Out of the approximately 140-160 vehicles, around 30 will be over the typical 103dBA standard limit.

Michael Wallace makes a motion to approve this variance with conditions below.

- A noise variance is given to Dave Sweeney, representing Friends of Portland International Raceway, for a race at Portland International Raceway (PIR). The request is for a three-year, multiyear variance for the 58th Rose Cup Races featuring the Pirelli World Challenge and Vintage Racing Groups. The variance is for the dates between July 26, 2018 and July 29, 2018 and one weekend each year ending in 2020. Dates will be provided for 2019 and 2020 as soon as they are scheduled.
- Measured dBA level is 112 FAST at trackside. Any racing vehicles operating above this level will be black flagged, removed from the race and not allowed to return to the race until the cars have been adjusted to meet the dBA requirement. If the dBA level is exceeded again, they are black flagged and removed from the race.
- The applicant will notify the Noise Control Office of any complaints related to the event. A mitigation plan will be formulated with the Noise Office.
- Noise measurements will be monitored and recorded during the event. The sound level

measurements will be supplied to the Noise Control Office within 2 weeks, 14 calendar days, following the event. Readings will also be made available upon request of the Noise Office during the event.

Jamie Hurd seconds the motion.

The motion passes unanimously, 3 - 0.

Adjourn

Meeting is adjourned at 7:25pm