**Proposal for Resolution:** Issues of Excessive Noise Generated by the NJMP

**Submitted by:** Michelle Post, Byron Robbins, Vincent Garbarino, the TrackRacket active members of the Sound Committee.

**Original submission date:** January 8, 2012

**Revised date:** July 6, 2012

**Whereas,** To be responsible neighbors and work with TrackRacket, its neighbors and the City to determine mutually acceptable methods to reduce ongoing noise complaints which may be caused by the operation of NJMP, the present exhaust noise levels will be reviewed and decisions will be made based upon the recommendations/proposed remedies of the Sound Committee.

**Whereas,** NJMP and TrackRacket accept that accommodation in this matter comes down to decibels/sound control.

**Whereas,** Joint monitoring secessions conducted by the NJMP and TrackRacket have taken place throughout the summer of 2011 beginning on July 29, 2011 and ending on October 30, 2011, pursuant to paragraph 5 of the Stipulation Resolving Adversary Proceeding.

**Whereas,** Joe Volpe, Director of Motorsports Activity, in an email sent on November 25, 2011, stated that there was sufficient information on hand to come to a reasonable conclusion and move forward with the resolution.

**Whereas,** TrackRacket and NJMP agreed to a review of the jointly collected data by an independent third party, Harris, Miller, Miller & Hanson, Inc., experts in the field of noise mitigation on May 17, 2012.

**Whereas**, in accordance to the terms in the Stipulation Resolving Adversary Proceeding dated 10/7/2011, to regain the sanctity of our residences and neighborhoods by reducing the excessive noise generated by overly loud vehicles that operate at the NJMP and in accordance to Stipulation, we present the following conclusions as per HMM&H’s review:

1. That the joint measurement programs largely accomplished the intended purpose and the data collected and reported is reasonable and valid.
2. Noise levels averaging 92 decibels at 50ft trackside results in noise levels averaging 60 decibels at the closest residential communities.
3. Noise levels at the closest residential properties 60 to 65 decibels has been deemed “Intrusive” in the noise evaluation of decibel levels as stated in TrackRacket’s *Sound Committee Noise Monitoring Comparisons* which was submitted to the full Sound Committee on November 22, 2011.

**Therefore,** TrackRacket proposes the following remedies to reduce excessive noise in our community:

1. TrackRacket endorses a noise threshold of 92 decibels at a distance of 50ft trackside for all *Non-Sanctioned Event* activity on Thunderbolt, Lighting Racetracks, and Karting Tracks.
   1. This threshold to apply to all approved track additions (Oval and ATV/Motocross) as prescribed in the Stipulation.
   2. This threshold to be in effect for the entire calendar year and every year thereafter.
2. Non-Sanctioned Event are as follows: Include, but are not limited to, Club Racing, Driver’s (Member) Club, Driver Education, Private Tests, Track Rentals, all Motorcycle activity and all SCCA events as they abide by each individual track’s noise restrictions as per SCCA’s rules and regulations.
3. Sanctioned Events listed on the NJMP season calendar under “Major Events” will enforce their own published noise standards at all times.
4. One permanent decibel meter to be installed at each separate track at an agreed upon location and transmit recordings to be monitored by staff in the timing tower. An alarm will be installed to alert staff of any violation to the threshold.
5. Decibel meter must be capable of recording data and transferring it to a computer for digital storage (example: Extech model HD6000).
6. All sound data is to be kept and stored in digital form and sent to TrackRacket on a weekly basis. It must also be available for review by any member of the Sound Committee at any time during regular operation hours.
7. The aforesaid meters to be in continual operation whenever there is activity on any of the raceways.
8. TrackRacket reserves the right to enter the NJMP at any time during operation when excessive noise is reported from the community or when documented in the field for the purpose of measuring sound trackside with our own devices. NJMP is welcomed to assist with this monitoring.