

PIR LEADED FUEL Impact Information paper

LEADED FUEL BACKGROUND:

Portland International Raceway (PIR) currently allows the use of leaded race fuel at their events. While leaded race gasoline remains legal for use in all 50 states in offroad conditions, PIR discontinued the sale of leaded fuel on-site in 2023 though it continues to allow vehicles who bring their own fuel with them to use it.

ISSUES/CONCERNS:

There has been a request to discontinue the use of leaded gasoline at PIR.

Concerns related to leaded fuel are inconsistent with data from the Department of Environmental Quality (DEQ) and Oregon Health Authority (OHA) (findings attached).

Having surveyed both program participants and stakeholders, it was found that implementation of this request would result in substantial programmatic and budgetary impact to PIR. Portland Parks & Recreation operates PIR as an enterprise fund with a \$2million + operating budget. Based on survey feedback, programmatic revenue impacts may exceed \$600,000.

The following events and revenue will not be realized, should the use of leaded fuel be prohibited:

1. Oregon Motorcycle Road Race Association: Three 3-day events annually/9 days @ \$13k per day
2. Rose Cup (annual sports car road race started by rose festival association in 1961) One 3-day event annually/3 days @ \$13k per day
3. Sports Car Club of America: Four 3-day events annually/12 days @ \$13k per day
4. Society of Vintage Racing Enthusiasts: One 3- day event annually/3 days @ \$13k per day
5. Sports Vintage Racing Association/Trans Am: One 3- day event annually/3 days @ \$13k per day
6. Portland Karting Association: One two-day event annually/2 days @ \$13k per day

7. Thursday Night Moto Cross: 24 event days annually @ \$4k per day = \$96,000
8. Cascade Sports Car Club (tentative): Three 3-day events @ \$13k per day and one 1-day event @ \$13k = 10 days x \$13k = \$130k

Total lost revenue from 66 event days = \$644,000

As an enterprise fund program, this level of lost revenue would render the Portland International Raceway insolvent.

There are no remaining existing motorsports events that could mitigate that level of financial loss and the loss would likely be permanent. The aforementioned loss of revenue roughly equals the revenue from PIRs three major events. When racers are forced to modify, at great cost, their equipment to accommodate a particular track, the only track in the United States, they often seek out an alternative track. Three racetracks operate within 2 hours of PIR and they will benefit economically and reputationally, should PIR ban leaded race fuel. This has already occurred with the noise limitations PIR operates under. Approximately 25-30 races a year are not allowed due to those noise restrictions.

RECOMMENDATION:

1. Maintain status quo while exploring additional studies into leaded fuel levels and impacts.
2. Conduct a secondary air quality study by 2027 to show the exact levels of lead at PIR.
3. If the new study shows a decline from the 2017 study, then continue measures already in place to naturally phase out leaded race fuel by 2030.
4. Work with user groups about alternative fuels for their racing efforts.
5. Work with Parks Communications about findings and improved air quality.
6. Continue work with Sanctioning groups to run alternative fuels.

Conclusion:

PP&R and PIR remains committed to the community and hearing their concerns. We will continue to follow current practice and industry guidelines related to the

use of leaded race fuel and will remain open to dialogue with community members and leadership. The percentage of racers using leaded fuel is very low. While those numbers are low, the loss of those racers would make events not financially viable and thus lead to event cancelation.

The Racing industry is continually advancing technology. Those advancements as well as fuel manufacturers developing alternative fuels has and continues to lower the needs of those that currently use leaded race gas.