

Economic Impacts of the Port of Hood River

For: Port of Hood River

From: Points Consulting

November 10, 2026

Points Consulting
828 S. Washington St. STE D
Moscow, Idaho 83843
208-596-5809
points-consulting.com

Contents

Table of Figures & Tables i
1. Executive Summary 1
2. Demographic Overview 3
3. Economic Overview 3
4. Economic Impacts 6
   Economic Outcomes 8
5. Local Community Fiscal Impacts 15
6. Economic Impacts Assessment Methodology 16

Table of Figures & Tables

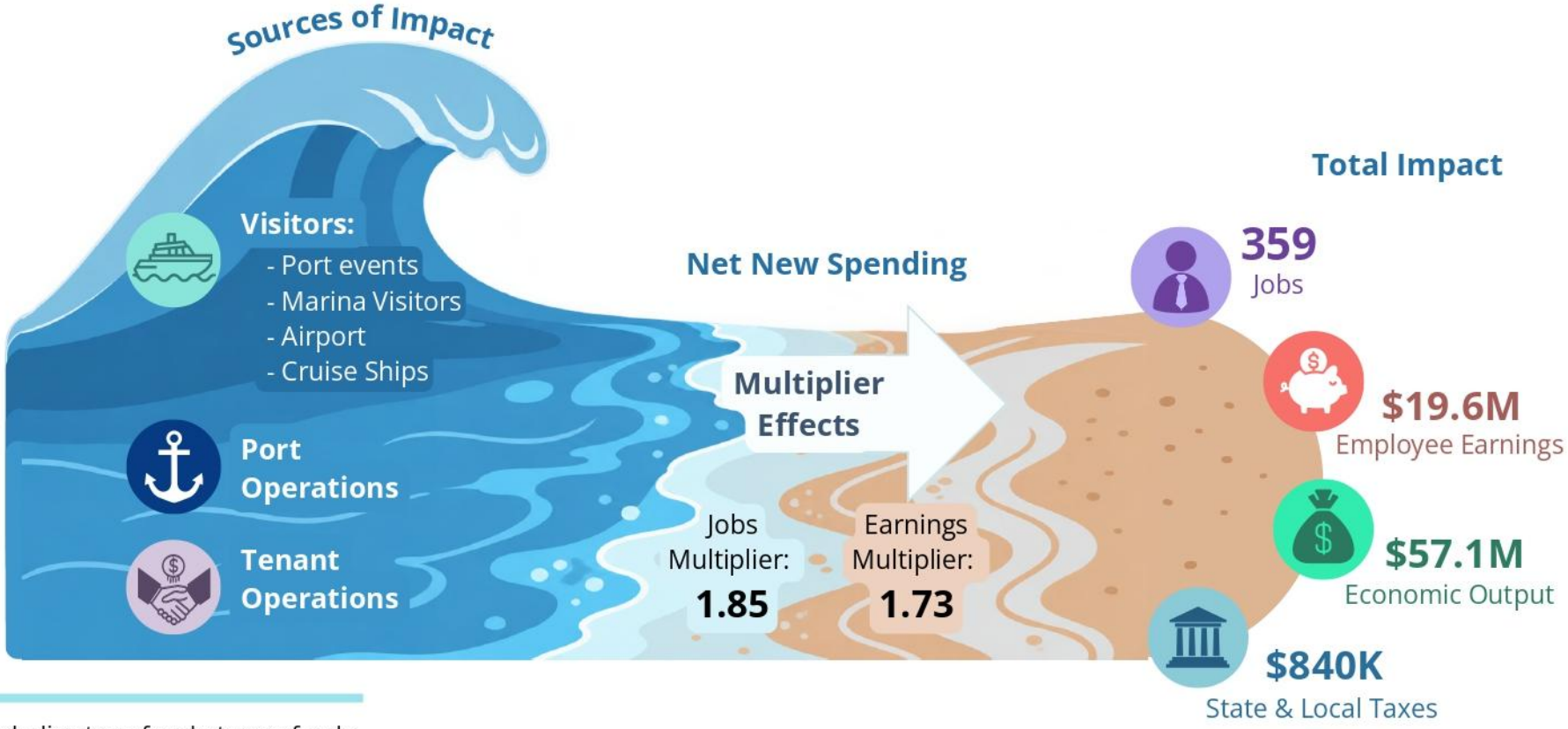
Figure 3.1: Industry Clusters Excluding Agriculture, Hood River County, 2025 5
Figure 4.1: Economic Impact Analysis Definitions 6
Table 4.1: Gross Port & Port Tenant Spending & Employment 7
Table 4.2: Net Impacts by Category 7
Table 4.3: Net Visitors to Hood River County Attributable to the Port 8
Table 4.4: Port Impacts on Hood River County, 2026 8
Table 4.5: Economic Output: Direct, Indirect & Induced Impacts by Two-Digit Sectors 9
Figure 4.2: Detailed Jobs Impacts, Top 10 Two-Digit Sectors 10
Figure 4.3: Detailed Employee Earnings, Top 10 Two-Digit Sectors 10
Table 4.6: Employee Earnings by Industry 11
Table 4.7: Total Impacts by Two-Digit Sectors: Jobs, Earnings & Economic Output 12
Table 4.8: Job Rankings by Top Industries (Six-digit NAICS) 13
Table 4.9: Employee Earnings Ranking by Top Industries (Six-digit NAICS) 14
Table 4.10: Economic Output Ranking by Top Industries (Six-digit NAICS) 15
Table 5.1: State & Local Tax Impacts 15

ECONOMIC IMPACTS OF THE PORT OF HOOD RIVER

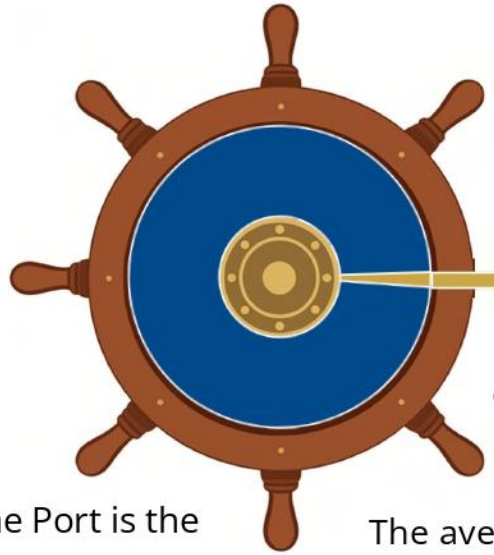
Port of HOOD RIVER

Sixty miles east of Portland, at the confluence of Hood River and the Columbia River, the Port of Hood River operates as both an economic development driver and a provider of recreation, transportation, and public facilities that support the broader Columbia Gorge community. This multi-faceted mission is manifested in its real estate portfolio, which spans commercial and industrial properties, the Hood River Marina, Ken Jernstedt Airfield, the Hood River-White Salmon Bridge, and a string of waterfront recreation sites and facilities. The Port's unique mix of assets support work and play across **land, water, and air**.

In fiscal year 2026 (FY26), the Port employed **38** full and part-time employees with a budget of roughly **$18 million**,[1] recycling much of this spending back to businesses and individuals in the local economy. This spending is enabled by a diverse revenue base: commercial leases, bridge tolls, grants, waterfront services, and a small portion of district property tax. As toll funds are shifted to save for bridge replacement and management is in process of being turned over to a multi-party bridge authority, understanding the Port's economic impact is more significant than ever.



[1] Excluding transfers between funds.



Port of Hood River composes

1.6%

of Hood River County's economy.

The Port is the

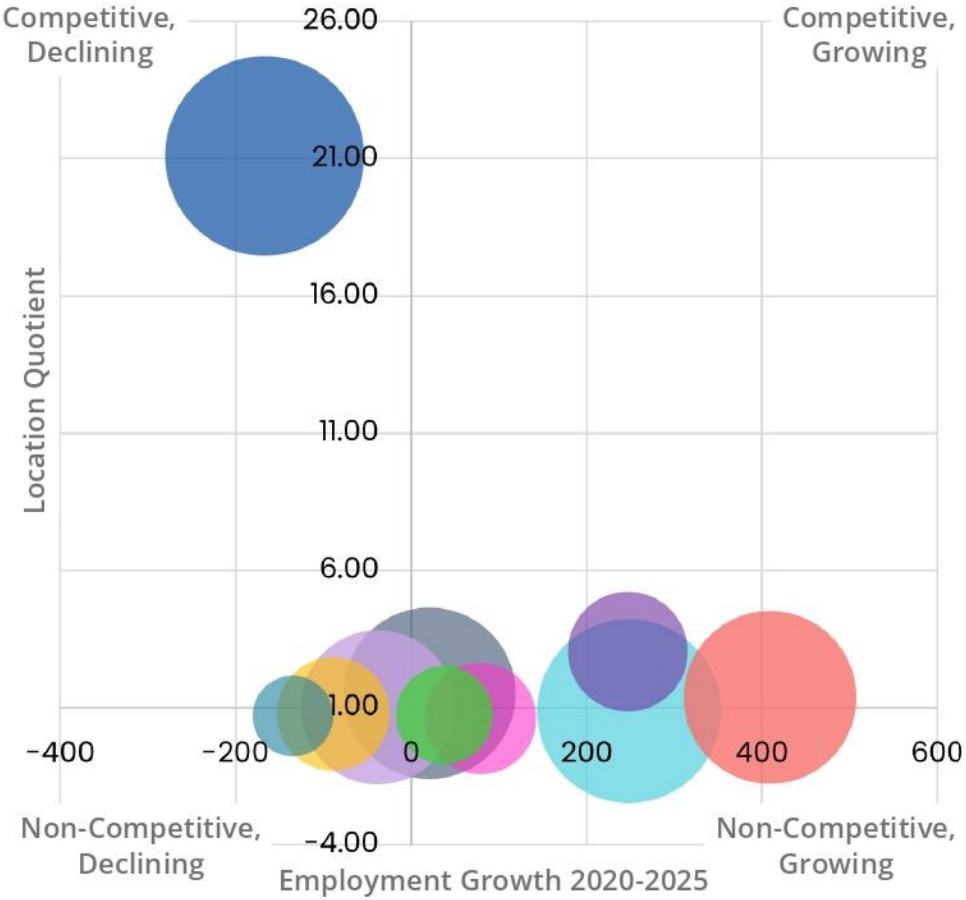
10th

highest tax payer in the County.

The average wage of full-time equivalent jobs supported by the Port is

$54.5K.

Top 10 largest industry sectors in Hood River County:



Industries Most Impacted:

Industry	Jobs	Earnings
Manufacturing	72	$4,993,077
Professional, Scientific, and Technical Services	28	$3,097,053
Transportation, Warehousing	41	$2,440,675
Retail Trade	32	$1,259,642
Real Estate, Rental and Leasing	26	$1,141,049

Port Tenant Industries:

- Sports and Recreation Instruction
- Breweries
- Miscellaneous Food Manufacturing
- Aeronautical Instrument Manufacturing
- Sporting and Athletic Goods Manufacturing

2. Demographic Overview

The Port of Hood River sits in Hood River County, which includes the cities of Hood River and Cascade Locks as well as the areas of Mount Hood, Parkdale, and Odell. The City of Hood River is the main population and economic center of the County.

From 2014 to 2024, the County's population rose 5.7%, from 22,620 to 23,905. The City of Hood River absorbed most of this growth, expanding 14.4% from 7,311 residents to 8,361. The City grew 5.3 percentage points faster than Oregon over the same period and is projected to keep growing at a similar pace.[1]

Hood River residents are more likely to hold a bachelor's, graduate, or professional degree than residents of Oregon or the United States as a whole. In the City of Hood River, 54.1% of residents have a bachelor's degree or higher, compared with 41.0% in the County, 36.8% in Oregon, and 35.7% in the United States.[2]

Median household income in Hood River County is approximately $86.3K. This is slightly above the state and national medians of $81.6K and $84.4K, respectively. The City of Hood River, however, trails all three at $78.1K.[3] County median household income has grown 35.4% since 2019.[4]

3. Economic Overview

Hood River is known worldwide for outdoor recreation, including sailing, kayaking, canoeing, windsurfing, kiteboarding, biking, hiking, and snow sports. As a result, the local economy includes many businesses in outdoor recreation, outdoor gear, and tourism, as well as many beer, wine, and agricultural businesses.

Figure 3.1 shows the top industry clusters in Hood River County. It leaves out Agriculture, Forestry, Fishing & Hunting because its Location Quotient (LQ) is too large to fit. The chart plots each industry by five-year employment growth (horizontal axis) and LQ (vertical axis). LQ measures how concentrated an industry is in Hood River County compared with the

---

[1] U.S. Census Bureau, U.S. Department of Commerce, "Demographic and Housing Estimates" *American Community* Survey, *ACS 5-Year Estimates Detailed Tables, Table DP05,* accessed on September 4, 2026, https://data.census.gov/table/ACSDP5Y2024.DP05.

[2] U.S. Census Bureau, U.S. Department of Commerce, "Educational Attainment" *American Community Survey, ACS 5-Year Estimates Detailed Tables, Table S1501,* accessed on September 4, 2026, https://data.census.gov/table/ACSST5Y2024.S1501.

[3] Esri Business Analyst, 2025.

[4] U.S. Census Bureau, U.S. Department of Commerce, "Median Household Income in the Past 12 Months" *American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B19013,* accessed on September 4, 2026, https://data.census.gov/table/ACSDT5Y2024.B19013.

United States. A higher LQ means the industry is stronger locally than in the nation overall. Bubble size shows employment level. The chart has four quadrants.

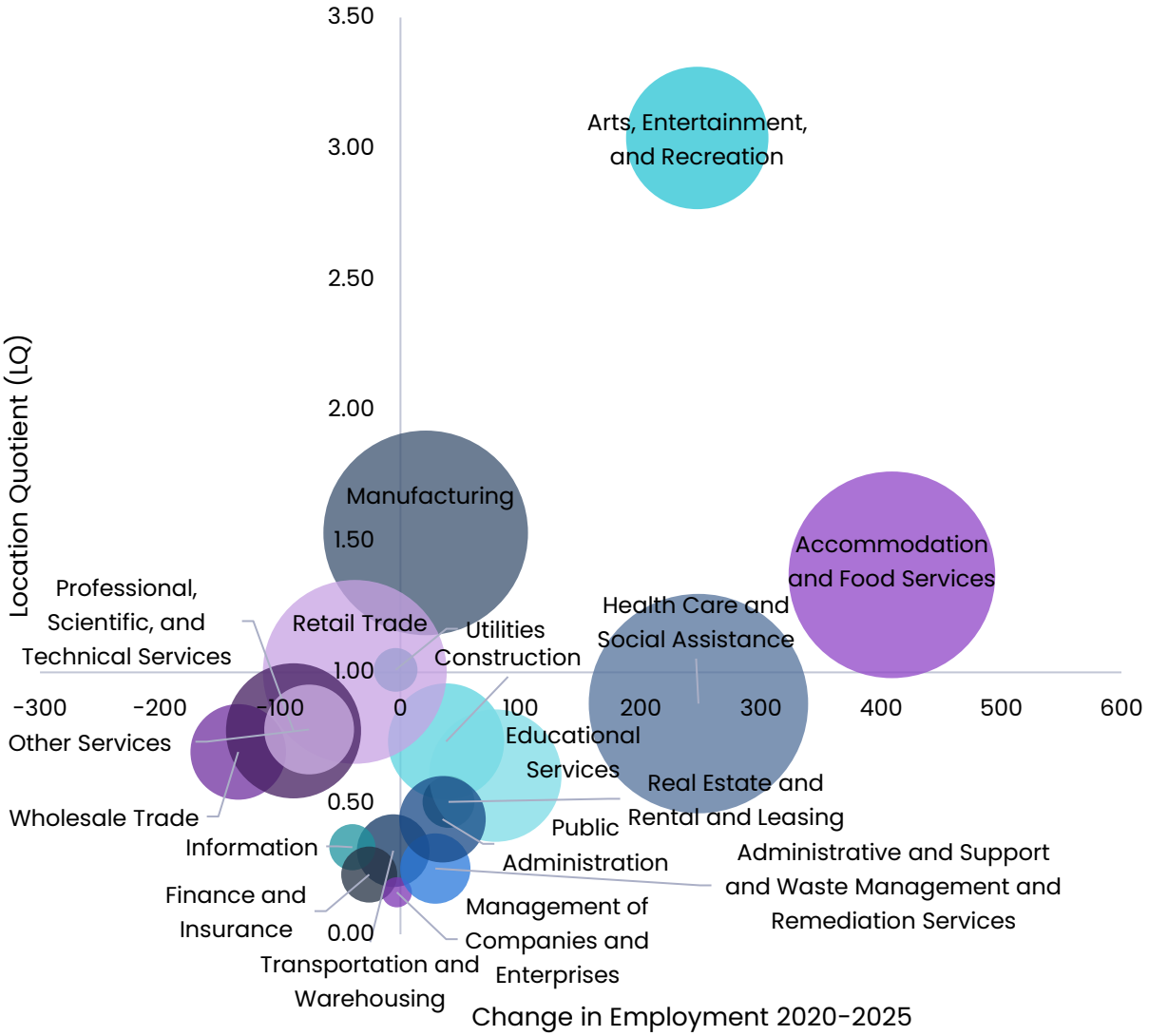
Industries in the upper-left quadrant are highly concentrated locally but shrinking. The clearest example is Agriculture, Forestry, Fishing & Hunting, which has a very high LQ but lost 167 jobs between 2020 and 2025.

Industries in the upper-right quadrant are both concentrated and growing. Arts, Entertainment & Recreation, with an LQ of 3.04 and 247 new jobs over the past five years, is one strong sector.

The two lower quadrants hold industries that are less concentrated in the County than in the nation. Those in the lower-left quadrant are underrepresented and shrinking, while those in the lower-right quadrant are underrepresented but growing.

Projections show Accommodation & Food Services; Arts, Entertainment & Recreation; and Agriculture, Forestry, Fishing & Hunting adding the most jobs in Hood River County over the next 10 years.

Figure 3.1: Industry Clusters Excluding Agriculture, Hood River County, 2025



Source: Data Tactical Group, 2025

4. Economic Impacts

Theoretical Framework

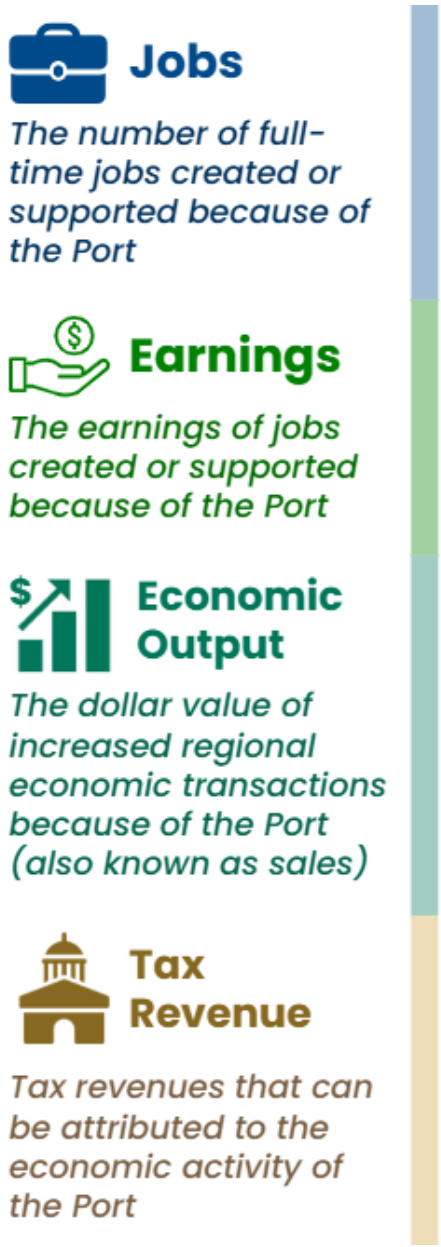
An economic impact analysis (EIA) helps the Port of Hood River fulfill its mission and sustain a healthy economy and strong quality of life in the region it serves. It moves the focus from the Port's own gains to the benefits realized by the broader community. An EIA measures the value of an event or project to a regional economy by modeling its ripple effects on jobs, earnings, economic output, and tax revenue.

In this analysis, Points Consulting (PC) measures the impact of the Port of Hood River on the Hood River County economy in fiscal year 2026 (FY26).[5] The Port affects the economy in many ways. This analysis covers three: Port operations, Port tenant operations, and visitor spending.

To capture the full effect, this EIA measures the Port's contribution in the following categories:

- **Direct Effect:** Spending generated directly by the Port and its tenants or by visitors it brings to the County.
- **Indirect Effect:** The ripple effect on suppliers and vendors that support the direct activities.
- **Induced Effect:** Household spending by employees whose jobs are supported either directly or indirectly by the Port.
- **Total Effect:** The overall economic impact, accounting for how direct spending "ripples" throughout the regional economy through inter-industry transactions (e.g., vendors and suppliers) and household consumption (e.g., individual spending).
- **Multiplier Effect:** A metric that divides the total impact by the direct impact, providing a helpful tool for comparing the relative strength of an economic impact.

Figure 4.1: Economic Impact Analysis Definitions



Source: Points Consulting

[5] Hood River County is the main region the Port serves, so it is the focus of this analysis. A study of the broader Columbia Gorge region would be a separate analysis, and its results would not apply at the county level. Fiscal year 2026 refers to the period from July 1, 2025 to June 30, 2026.

Port & Port Tenant Operations

To quantify the direct impact of the Port's operations on the local economy, PC used FY26 Port expenditure data. Table 4.1 shows the Port's total expenditures. Because not all of this spending goes to local businesses, PC used discounting to estimate how much stays in Hood River County. These discounted figures fed the analysis and make up the direct impacts in Table 4.2.

Port tenants also add real value to the community. Most of their impact is their own, but some can be traced to the Port, since tenants use Port property and resources. Tenants range from small nonprofits and clubs to large corporations that started in Hood River and now serve much wider markets.

Table 4.1 shows gross business spending, employment, and employee earnings for Port tenants. These gross figures differ from tenants' net spending and employment, as the Methodology section explains. PC used the gross figures as a starting point to estimate the share of tenant impacts that can be traced to the Port, reported as net impacts in Table 4.2.

Table 4.1: Gross Port & Port Tenant Spending & Employment

Category	Total Spending	Employee Earnings	Jobs
Port Operations	$18.0M	$2.0M	28
Port Tenants	$190.5M	$50.0M	739

Source: Points Consulting using POHR data and Tenant surveys

Table 4.2: Net Impacts by Category

Impact Category	Direct Impacts
Port Operations	$9.2M
Port Tenants	$22.0M
Total	**$31.2M**

Source: Points Consulting

Visitor Impacts

Hood River's natural beauty and large outdoor recreation industry draw many visitors. PC estimated, as best it could, what share of those visitors came mainly for events and activities on Port properties. Table 4.3 presents these estimates.

In keeping with standard EIA practice, the analysis excludes local visitors (those who travel less than 50 miles). Their spending likely displaces spending that would have happened elsewhere in the local economy, so it is not "net new." For the same reason, the analysis does not count every out-of-town visitor who sets foot on Port property. The Port must clearly be the reason for the trip, not incidental to it.[6]

[6] Travel Oregon estimates 338,000 visitor party nights per year in Hood River County. Assuming an average party size of 2.4 people, the visitors in Table 4.3 make up about 5% of all annual visitors to the County.

Table 4.3: Net Visitors to Hood River County Attributable to the Port

Visitor Type	Number of Visitors
Cruise Ship Guest & Crew	22,268
Event Visitors	12,690
Airport (Including Scenic Glider Rides)	605
Marina and Waterfront Visitors (Parking)	1,904

Source: Points Consulting using Port of Hood River data and reports

Using these visitor numbers and Travel Oregon's regional visitor spending estimates, PC calculated how much visitors spend. PC estimates that visitors drawn to the Port spend $8.8 million in Hood River County each year. The analysis counts this spending as part of the Port's induced impacts.

Economic Outcomes

The Port of Hood River generates a noteworthy economic impact through its own operations, its tenants' attributable operations, and the visitors it draws from across the United States and abroad. Table 4.4 summarizes the Port's economic impact on the County in fiscal year 2026. The Port generated 359 jobs and $19.6 million in employee earnings. Roughly $57.1 million in economic output accompanied these jobs. The Port's $57.1 million in economic output makes up 1.6% of the County's total economic output.

Table 4.4: Port Impacts on Hood River County, 2026

Category	Direct	Indirect	Induced	Total	Multiplier Effect
Economic Output (Sales)	$31.2M	$5.1M	$20.7M	$57.1M	1.83
Employee Earnings	$11.3M	$1.7M	$6.6M	$19.6M	1.73
Jobs	194	30	135	359	1.85

Source: Points Consulting using Lightcast, 2026

Detailed Outcomes

The Port of Hood River supports many industry sectors in the County. Manufacturing experiences the largest economic impact ($20.8 million), most of it from Port tenants in food and beverage manufacturing. The Port also affects 20 other industries indirectly (Table 4.5).

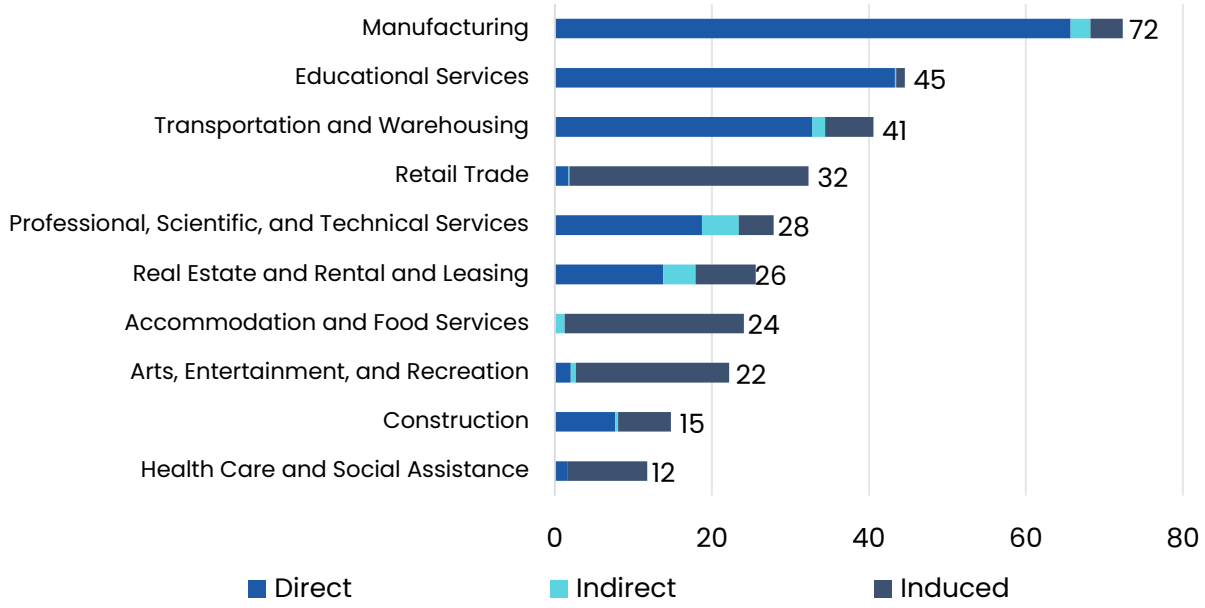
Table 4.5: Economic Output: Direct, Indirect & Induced Impacts by Two-Digit Sectors

Industry	Direct	Indirect	Induced
Agriculture, Forestry, Fishing & Hunting	$0	$1.2M	$96.5K
Mining, Quarrying & Oil & Gas Extraction	$0	$7.0K	$6.4K
Utilities	$821.9K	$126.7K	$163.2K
Construction	$918.0K	$57.6K	$1.1M
Manufacturing	$18.3M	$963.4K	$1.5M
Wholesale Trade	$0	$378.8K	$203.9K
Retail Trade	$226.5K	$22.0K	$4.4M
Transportation & Warehousing	$2.5M	$209.4K	$337.3K
Information	$246.6K	$139.3K	$403.1K
Finance & Insurance	$204.1K	$248.5K	$483.8K
Real Estate & Rental & Leasing	$1.7M	$758.3K	$1.4M
Professional, Scientific & Technical Services	$4.8M	$569.8K	$585.5K
Management of Companies & Enterprises	$0	$61.3K	$29.1K
Administrative & Support & Waste Management & Remediation Services	$4.3K	$143.7K	$271.3K
Educational Services	$921.7K	$5.5K	$45.0K
Health Care & Social Assistance	$94.3K	$3.0K	$1.4M
Arts, Entertainment & Recreation	$193.2K	$40.0K	$1.7M
Accommodation & Food Services	$1.0K	$130.1K	$2.6M
Other Services (except Public Administration)	$158.8K	$55.1K	$520.9K
Government	$202.8K	$16.0K	$1.6M
Other Vectors	$0	$822	$2.0M
Total	**$31.2M**	**$5.1M**	**$20.7M**

Source: Points Consulting using Lightcast, 2026

Manufacturing has the most jobs tied to the Port: 72, counting direct, indirect, and induced effects (Figure 4.2). Educational Services follows with 45 jobs. This sector covers traditional schooling and also Sports & Recreation Instruction, which includes the water sports industry. Table 4.7 shows total jobs for all two-digit sectors.

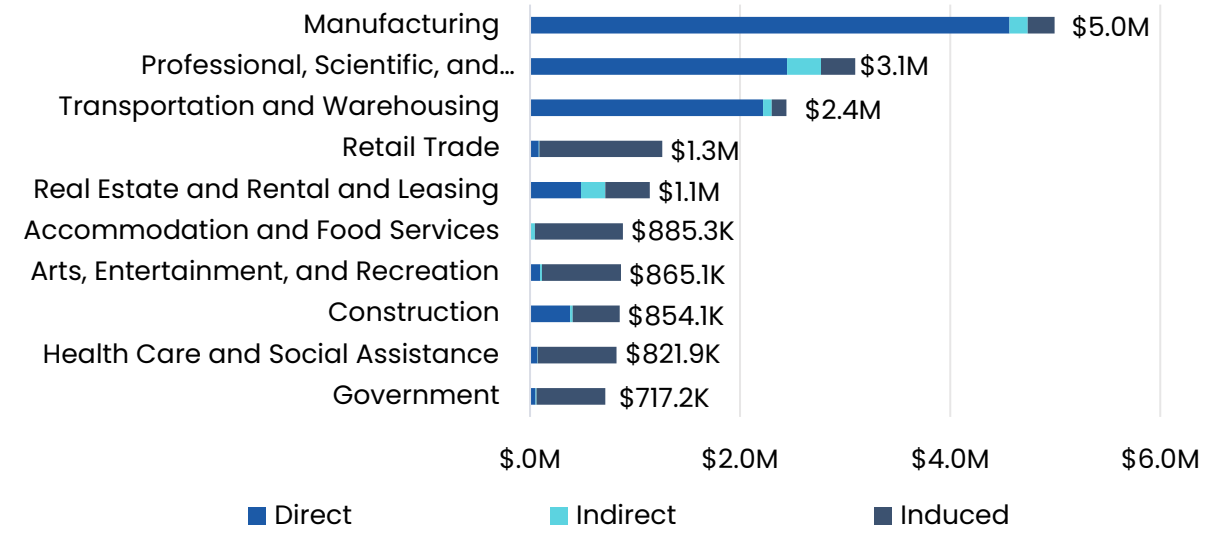
Figure 4.2: Detailed Jobs Impacts, Top 10 Two-Digit Sectors



Source: Points Consulting using Lightcast, 2026

Figure 4.3 shows total employee earnings in the top 10 two-digit industries. Manufacturing leads again, with about $5.0 million in earnings, or an average of $69,000 per job (Table 4.6). Professional, Scientific & Technical Services ranked second, paying about $3.1 million, an average of $111,100 per job.

Figure 4.3: Detailed Employee Earnings, Top 10 Two-Digit Sectors



Source: Points Consulting using Lightcast, 2026

Table 4.6 shows average employee earnings by industry. In eight industries, Port-supported jobs paid more than the county average for the same industry, and 11 industries had average earnings above the countywide average across all industries.

Table 4.6: Employee Earnings by Industry

Industry	Total Employee Earnings	Avg. Employee Earnings	County Avg. Employee Earnings
Agriculture, Forestry, Fishing & Hunting	$331.7K	$41,273.86	$39,172.94
Mining, Quarrying & Oil & Gas Extraction	$2.3K	-	-
Utilities	$194.2K	$171,330.38	$105,898.71
Construction	$854.1K	$57,798.31	$63,681.80
Manufacturing	$5.0M	$69,027.23	$60,543.88
Wholesale Trade	$222.5K	$76,488.96	$84,199.56
Retail Trade	$1.3M	$39,002.01	$38,441.41
Transportation & Warehousing	$2.4M	$60,113.37	$60,183.32
Information	$202.8K	$81,607.84	$114,251.00
Finance & Insurance	$338.7K	$62,459.59	$92,928.57
Real Estate & Rental & Leasing	$1.1M	$44,610.14	$46,465.41
Professional, Scientific & Technical Services	$3.1M	$111,056.33	$114,485.24
Management of Companies & Enterprises	$54.4K	$88,862.97	$89,167.18
Administrative & Support & Waste Management & Remediation Services	$210.1K	$39,366.29	$52,831.52
Educational Services[7]	$575.3K	$12,905.96	$56,860.03
Health Care & Social Assistance	$821.9K	$69,764.39	$67,073.44
Arts, Entertainment & Recreation	$865.1K	$38,957.75	$31,296.11
Accommodation & Food Services	$885.3K	$36,793.62	$32,038.23
Other Services (except Public Administration)	$347.9K	$37,746.47	$43,988.63
Government	$717.2K	$98,169.65	$83,055.45
Total	**$19.6M**	**$54,526.25**	**$54,820.24**

Source: Points Consulting using Lightcast & Data Tactical Group, 2026

[7] Most Port-supported jobs in the Educational Services industry are in the Sports and Recreation Instruction industry, which generally has much lower-than-average wages. Additionally, while the job numbers shown here are full-time equivalents, the large number of part-time jobs in this industry will naturally mean lower wages are expected.

Table 4.7: Total Impacts by Two-Digit Sectors: Jobs, Earnings & Economic Output

Industry	Jobs	Earnings	Economic Output
Agriculture, Forestry, Fishing & Hunting	8	$331.7K	$1.3M
Mining, Quarrying & Oil & Gas Extraction	0	$2.3K	$13.4K
Utilities	1	$194.2K	$1.1M
Construction	15	$854.1K	$2.1M
Manufacturing	72	$5.0M	$20.8M
Wholesale Trade	3	$222.5K	$582.7K
Retail Trade	32	$1.3M	$4.6M
Transportation & Warehousing	41	$2.4M	$3.1M
Information	2	$202.8K	$789.0K
Finance & Insurance	5	$338.7K	$936.4K
Real Estate & Rental & Leasing	26	$1.1M	$3.8M
Professional, Scientific & Technical Services	28	$3.1M	$5.9M
Management of Companies & Enterprises	1	$54.4K	$90.4K
Administrative & Support & Waste Management & Remediation Services	5	$210.1K	$419.3K
Educational Services	45	$575.3K	$972.2K
Health Care & Social Assistance	12	$821.9K	$1.5M
Arts, Entertainment & Recreation	22	$865.1K	$1.9M
Accommodation & Food Services	24	$885.3K	$2.7M
Other Services (except Public Administration)	9	$347.9K	$734.8K
Government	7	$717.2K	$1.8M
Other Vectors	0	$0	$2.0M
Total	**359**	**$19.6M**	**$57.1M**

Source: Points Consulting using Lightcast, 2026

The EIA process also breaks down impacts by smaller industries, which shows the types of business where impacts occur. Tables 4.8–4.9 show which industries the Port affected most. By jobs, Sports & Recreation Instruction (42 jobs), Breweries (33), and Port & Harbor Operations (28) have experienced the largest impact.

Table 4.8: Job Rankings by Top Industries (Six-digit NAICS)

Industry	Direct	Indirect	Induced	Total
Sports & Recreation Instruction	42	0	0	42
Breweries	30	1	2	33
Port & Harbor Operations	28	0	0	28
All Other Miscellaneous Food Manufacturing	17	0	0	17
Gasoline Stations with Convenience Stores	0	0	16	16
Engineering Services	15	1	0	16
Recreational Goods Rental	13	0	0	13
Skiing Facilities	0	0	10	10
Search, Detection, Navigation, Guidance, Aeronautical & Nautical System & Instrument Manufacturing	9	0	0	9
Full-Service Restaurants	0	1	7	8
Crop Production	0	7	1	8
Hotels (except Casino Hotels) & Motels	0	0	7	7
Sporting & Athletic Goods Manufacturing	5	0	0	5
Taxi & Ridesharing Services	1	0	4	5
Limited-Service Restaurants	0	0	5	5
Other Heavy & Civil Engineering Construction	5	0	0	5
Independent Artists, Writers & Performers	0	0	4	4
Other industries with less than five total jobs	29	20	80	128
Total	**194**	**30**	**135**	**359**

Source: Points Consulting using Lightcast, 2026

Table 4.9 shows the top industries by employee earnings. Engineering Services ranked first at $2.4 million, followed by Port and Harbor Operations at $2.0 million, Breweries at $1.7 million and All Other Miscellaneous Food Manufacturing at $1.5 million.

Table 4.9: Employee Earnings Ranking by Top Industries (Six-digit NAICS)

Industry	Direct	Indirect	Induced	Total
Engineering Services	$2.2M	$75.3K	$59.6K	$2.4M
Port & Harbor Operations	$2.0M	$0	$0	$2.0M
Breweries	$1.5M	$71.5K	$128.7K	$1.7M
All Other Miscellaneous Food Manufacturing	$1.5M	$11.0K	$1.8K	$1.5M
Search, Detection, Navigation, Guidance, Aeronautical & Nautical System & Instrument Manufacturing	$1.0M	$60	$478	$1.0M
Gasoline Stations with Convenience Stores	$3.0K	$1.3K	$583.4K	$587.7K
Sports & Recreation Instruction	$521.3K	$709	$4.1K	$526.1K
Recreational Goods Rental	$432.1K	$230	$4.5K	$436.8K
Skiing Facilities	$0	$82	$398.9K	$399.0K
Elementary & Secondary Schools (Local Government)	$0	$0	$346.2K	$346.2K
Local Government, Excluding Education & Hospitals	$51.5K	$0	$290.0K	$341.5K
Hotels (except Casino Hotels) & Motels	$0	$10.4K	$305.0K	$315.4K
Crop Production	$0	$269.3K	$20.3K	$289.6K
Full-Service Restaurants	$383	$24.0K	$248.3K	$272.7K
Other Support Activities for Air Transportation	$185.2K	$7.3K	$52.4K	$244.9K
Sporting & Athletic Goods Manufacturing	$238.7K	$160	$753	$239.6K
General Medical & Surgical Hospitals	$0	$1.0K	$238.2K	$239.1K
Offices of Physicians (except Mental Health Specialists)	$0	$29	$215.1K	$215.1K
Other Heavy & Civil Engineering Construction	$211.7K	$307	$3.1K	$215.0K
New Single-Family Housing Construction (except For-Sale Builders)	$0	$2.4K	$203.7K	$206.1K
All Other Industries	$1.4M	$1.2M	$3.5M	$6.1M
Total	**$11.3M**	**$1.7M**	**$6.6M**	**$19.6M**

Source: Points Consulting using Lightcast, 2026

In terms of economic output, All Other Miscellaneous Food Manufacturing received the largest impact from the Port ($8.2 million), followed by Breweries and Engineering Services.

Table 4.10: Economic Output Ranking by Top Industries (Six-digit NAICS)

Industry	Direct	Indirect	Induced	Total
All Other Misc. Food Manufacturing	$8.1M	$60.6K	$10.2K	$8.2M
Breweries	$6.4M	$441.7K	$794.7K	$7.6M
Engineering Services	$4.3M	$147.0K	$116.2K	$4.6M
Gasoline Stations with Convenience Stores	$14.0K	$6.3K	$2.7M	$2.7M
Search, Detection, Navigation, Guidance, Aeronautical & Nautical System & Instrument Manufacturing	$2.6M	$152	$1.2K	$2.6M
Other Vectors	$0	$822	$2.0M	$2.0M
Port & Harbor Operations	$2.0M	$0	$0	$2.0M
Recreational Goods Rental	$1.5M	$794	$15.4K	$1.5M
Local Government, Excluding Education & Hospitals	$202.8K	$0	$1.1M	$1.3M
Crop Production	$0	$1.1M	$84.5K	$1.2M
Hotels (except Casino Hotels) & Motels	$0	$34.5K	$1.0M	$1.0M
Electric Power Distribution	$697.9K	$115.7K	$150.8K	$964.4K
Skiing Facilities	$0	$189	$926.2K	$926.4K
Sports & Recreation Instruction	$881.9K	$1.3K	$7.3K	$890.5K
Full-Service Restaurants	$1.0K	$62.6K	$647.8K	$711.4K
All Other Industries	$4.6M	$3.2M	$11.1M	$18.9M
Total	**$31.2M**	**$5.1M**	**$20.7M**	**$57.1M**

Source: Points Consulting using Lightcast, 2026

5. Local Community Fiscal Impacts

An Economic Impact Analysis (EIA) assesses the broader effects of a single event, or in this case an organization, on a specific region. A good EIA gives a general sense of the economic benefits and also details specific parts of them, such as tax revenue for county and state governments. This tax analysis covers property tax and state income and wage transportation taxes paid by the Port and its employees, as well as by the share of Port tenant employees whose jobs the Port supports. As shown in Table 5.1, Port activities generated about $840,000 in tax revenue for state and local governments. Specifically for County taxes, the Port is the tenth-highest taxpayer in Hood River County.

Table 5.1: State & Local Tax Impacts

Property Tax	State Income & Payroll Tax	Total Taxes
$218,790	$621,087	$839,878

Source: Points Consulting using Port of Hood River data, Tenant Surveys, and Oregon DOR

6. Economic Impacts Assessment Methodology

As with any professional economic impact analysis (EIA), Points Consulting's (PC) approach measures the net, or "but for," impact of the Port of Hood River on Hood River County. The total spending of the Port and its tenants is much larger than the direct impacts.

For Port spending, PC started with total spending in the categories the Port provided. These categories let PC estimate how much of that spending stayed in the County, based on factors such as whether businesses of that type exist there and whether they could meet that demand.

PC based tenant spending on sales estimates from tenant surveys, Form 990s, and other third-party sources. Table 4.1 shows the total for all Port tenants. PC then estimated what share of that business took place on Port property, which isolated the spending generated by business on Port property ($153.3 million). To narrow this to direct impacts, PC added a measure of how likely each business was to exist in the County without the Port (the "but for" impact). PC then entered these values into Lightcast to model the total economic impact.

Visitor Data

PC drew visitor numbers from cruise ship schedules, event schedules and attendee estimates for Port property, Airfield operations, and talks with Port user groups. Visitor spending came from Travel Oregon's per-person daily spending estimates for visitors to the Mt. Hood Columbia Gorge Region.

Cruise ship visitor numbers are based on ship capacity and the number of stops each year in Hood River. Because the Port and its commercial dock make these stops possible, PC attributed these visitors to the Port. They likely spend less than traditional visitors, since they do not pay for lodging and buy less food on shore (onboard meals come with the trip).

To estimate the visitors that events on Port property brought to the County, PC started with the attendee estimates in the 2025 Event Schedule. PC then classified each event by how many attendees likely came from out of town and discounted the numbers accordingly.

Airfield visitor numbers came from the operations log of the Ken Jernstedt Airfield. PC sorted aircraft by where they were registered and used this to make a conservative estimate of the visitors who came to Hood River through the Airfield. PC also added the estimated number of visitors who came each year for scenic glider rides.

Marina and waterfront visitor numbers came from Port parking data. PC used data on how many vehicles were parked from each state. All parkers from states other than Oregon and Washington were counted; the number of parkers from Oregon and Washington was heavily discounted to account for the fact that a lot of these were likely locals who would have been in Hood River even without the existence of the Port. Since it is very difficult to differentiate what spending could be attributed to the Port from these visitors, as opposed to the city or other local businesses and attractions, only parking fees were counted in the spending numbers for these visitors to ensure a conservative estimate.

Visitor Induced Spending Methodology

The EIA counts visitor spending in its induced effects. PC used the spending breakdown in Travel Oregon's Mt. Hood/CRG Region 2025 Visitor Profile, adjusted for visitor type (e.g., cruise ship and day-trip visitors do not pay for lodging), to estimate spending for those visitor numbers. From these data, PC focused on the major spending groups: food and beverage, shopping, entertainment, lodging, and transportation.

PC then matched each spending group to its industries. The project team used a search tool for North American Industry Classification System (NAICS) codes to find keywords linking spending groups to industries, then reviewed the results to make sure the matches fit what visitors buy.

To finish the estimates, PC split each spending group's total among its industries, based on each industry's share of that group's spending. PC used industry earnings data to set those shares and repeated the process for each spending group.

Household Spending

The EIA also counts household spending by Port employees in its induced effects. PC used the total wages the Port paid its employees and distributed them as it did for visitor spending. To find what households buy and how much, PC analyzed Consumer Expenditure Survey (CEX) data from the Bureau of Labor Statistics (BLS). CEX data show what households buy and how they divide their spending among groups, with breakdowns by demographic and socioeconomic category.

From the CEX data, PC focused on the major spending groups available: food, housing, apparel, transportation, health care, entertainment, personal care and products, and personal insurance. PC then matched each spending group to its industries. It used a search tool for North American Industry Classification System (NAICS) codes to find keywords linking spending groups to industries, then combined the results into one list. If an industry appeared in the results but was not related to household spending, PC removed it.

Some industries were correlated with more than one spending group. PC removed these duplicates so that each industry counted under only the spending group that fit it best. This left 49 industries across the eight major spending groups.

To finish the estimates, PC used industry earnings data to find each industry's share of its spending group's total. Using Port wage data, PC split wages across spending groups according to the patterns in the CEX data. PC then divided each group's share among the industries matched to that group. This gave direct estimates of Port employee household spending effects, which PC aggregated with the overall modeled findings.