



2025

PALM SPRINGS INTERNATIONAL AIRPORT ECONOMIC IMPACT

A new economic impact study confirms the vital role PSP plays as a powerful economic engine for our region — supporting thousands of jobs, generating billions in local economic activity, and delivering hundreds of millions in tax revenue to the Coachella Valley and beyond.

 **2.55B**
Total Economic Impact (2025)

BY THE NUMBERS • 2025 Economic Impact



16,598

JOBS SUPPORTED



\$871M

WAGES PAID



\$1.16B

SPENT BY TRAVELERS



\$1.53B

VALUE ADDED (GDP)



\$175M

TAX REVENUE



97%

STAYS LOCAL



Economic Impact Study

PALM SPRINGS INTERNATIONAL AIRPORT

July 2026



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ECONOMIC IMPACT OF PALM SPRINGS INTERNATIONAL AIRPORT

EXECUTIVE SUMMARY

Palm Springs International Airport (PSP, Airport) is a significant economic driver for the Riverside-San Bernardino-Ontario, CA, Metropolitan Statistical Area (Riverside-San Bernardino MSA), particularly the Coachella Valley and the City of Palm Springs. This study measures economic impacts arising from airport services, capital outlays, and visitor spending.

Based on Calendar Year (CY) 2025 airport services and visitor activity and Fiscal Year (FY) 2025 capital outlays, the Airport supported 16,598 jobs, contributed \$871 million in labor income, \$1.5 billion in value added, and \$2.6 billion in output within the Riverside-San Bernardino MSA. These impacts extend beyond aviation through regional supply-chain activity and household spending.

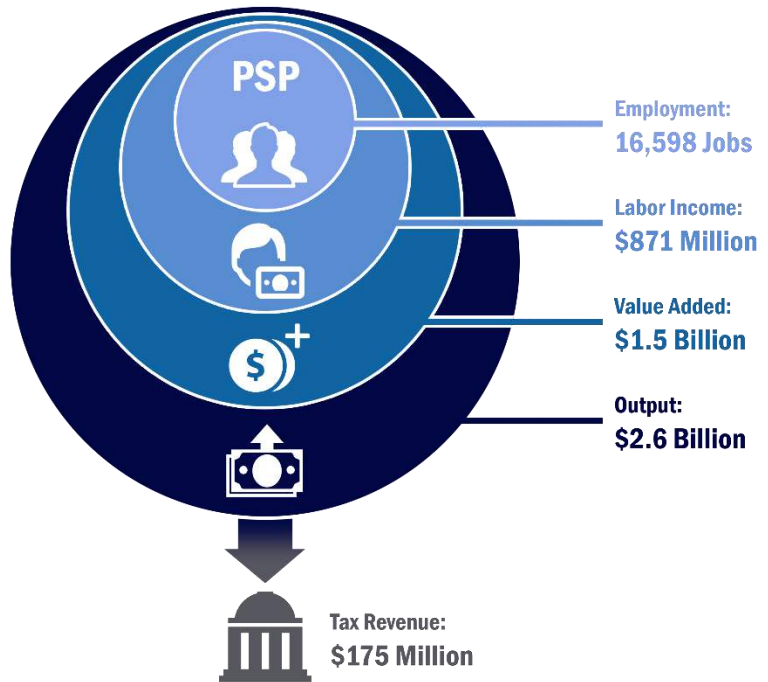
The Airport's economic contributions come from three primary sources:

Airport Services: Airlines, concessionaires, rental car companies, government agencies, FBOs, and other entities serving Airport users supported 6,223 jobs, \$392 million in labor income, \$617 million in value added, and \$1 billion in output.

Capital Outlays: FY2025 capital expenditures supported 294 jobs, \$22 million in labor income, \$34 million in value added, and \$59 million in output.

Visitor Spending: Commercial-service and general aviation visitors supported 10,082 jobs, \$457 million in labor income, \$878 million in value added, and \$1.5 billion in output.

PSP-supported economic activity also generated \$175 million in state and local tax revenues.



Key Terms

Economic Impact Study: A study examining the total economic impact of end-user purchases on a regional economy.

Components of Total Economic Impact

Direct impact: Change in economic activity resulting from the initial round of inputs purchased by the final-demand industry.

Indirect impact: Change in economic activity resulting from the subsequent rounds of inputs purchased by industries affected by a final-demand change.

Induced impact: Change in economic activity resulting from the changes in spending by workers whose earnings are affected by a final demand change.

Measures of Economic Impact

Employment: Number of full- and part-time employees and self-employment.

Labor Income: Also called earnings, the compensation of employees plus the net earnings of sole proprietors and partnerships.

Output: Also called gross output, the total market value of industry output (gross sales revenues). Gross output is the sum of intermediate inputs and value added.

Value added: Sum of labor income, taxes on production activities, and profits earned after taxes. Value added measures the contribution to the overall gross domestic product (GDP).

Other Key Terms

Final demand: Purchases for final use by customers from outside the region; investment in new buildings, equipment, and software; purchases by government; and purchases by households.

Final-demand change: Change in final users' purchases of goods or services.

Final-demand region: Also called the study region, the geographic area used for estimating the impacts of a final-demand change.

Gross domestic product (GDP): Market value of final goods and services produced in an economy.

Inputs: Intermediate inputs and labor used by an industry to produce output.

Input-output tables: Accounts that show the goods and services produced by each industry and the use of these goods and services by industries and final users.

Intermediate inputs: Goods and services used by an industry to produce output. Intermediate inputs exclude investment purchases and labor costs.

Leakages: Money that no longer circulates in an economy because of savings, taxes, or imports.

Taxes (Sub County General): City and township taxes.

Taxes (Sub County Special Districts): Taxes for fire districts, school districts, and similar items.

Taxes (TOPI, Taxes on Production and Imports Net of Subsidies): Includes sales and excise taxes, customs duties, property taxes, motor vehicle licenses, severance taxes, and special assessments, net of government subsidies.

Geographic Terms

Census County Division (CCD): U.S. Census-defined sub-county region used for statistical purposes.

Coachella Valley: Region in Riverside County consisting of the Cathedral City, Palm Desert, Coachella Valley, Desert Hot Springs, and Palm Springs CCDs.

Riverside-San Bernardino-Ontario, CA, Metropolitan Statistical Area (Riverside-San Bernardino MSA): U.S. Census-defined metropolitan region consisting of Riverside and San Bernardino Counties.

SECTION 1 | INTRODUCTION

Airports conduct economic impact studies to assess their role in regional economies, quantify their contributions, guide future development, and advocate for continued investment. As major economic drivers, airports generate jobs, income, business revenue, and overall economic value. These studies help justify infrastructure investments and garner stakeholder support.

Commercial aviation, a key pillar of the U.S. and global economies, relies on well-functioning airports. A 2025 Airports Council International-North America (ACI-NA) publication estimated that U.S. commercial service airports support \$1.8 trillion in economic activity, 12.8 million jobs, and \$619 million in annual payroll.¹

The economic activities at Palm Springs International Airport (PSP or the Airport), arising from aviation services, capital outlays, and passenger visitor spending, contribute significantly to the regional economy. This study evaluates PSP's economic impact on Riverside County, California, including spillover effects in neighboring San Bernardino County. These two counties comprise the Riverside-San Bernardino-Ontario, CA, Metropolitan Statistical Area. Additionally, the report details PSP's impact on the City of Palm Springs and the Coachella Valley.

The analysis uses primary and secondary data sources. Primary sources include PSP records and a passenger survey. Secondary sources include the FAA, the Bureau of Transportation Statistics (BTS), the Census Bureau, the Bureau of Labor Statistics (BLS), and Data Axle.

The remainder of this report is structured as follows:

Section 2 provides an overview of aviation activity at the Airport.

Section 3 assesses national and regional socioeconomic trends that influence the Airport's economic impact.

Section 4 describes the economic impact study's conceptual framework, methodology, and model inputs.

Section 5 presents the results of the economic impact study, including state and local tax revenue generation.

Appendix A through **C** provide supplemental information, including details on the methodology, a comparison of this study's results with results from 2024, and additional details on tax allocations.

¹ Airports Council International – North America, *The Economic Impact of U.S. Commercial Service Airports in 2024*, March 2025.

SECTION 2 | AVIATION ACTIVITY AT THE AIRPORT

Palm Springs International Airport serves commercial passenger and air cargo traffic, as well as noncommercial general aviation (GA) operations and military operations. These activities provide the foundation for the economic impacts estimated in this report. Commercial passenger activity supports airlines, concessions, rental cars, ground transportation providers, and government operations, while visitors arriving through PSP generate substantial off-airport spending. Air cargo and general aviation generate additional impacts through carrier revenue, freight forwarding, FBO activity, and visitor spending. As a primary commercial service airport, PSP is classified as a small hub facility handling between 0.05 percent and 0.25 percent of the annual U.S. commercial enplanements.² In 2025, PSP accounted for a 0.15 percent share, up from less than 0.09-0.10 percent before 2012.

2.1 | Commercial Passenger Traffic

Commercial passenger traffic is the principal activity underlying PSP's economic impact. Passenger volumes support on-airport employment and business activity, while visiting passengers generate spending on lodging, food, retail, transportation, entertainment, and other services throughout the region. This section reviews PSP's passenger trends, airline service, and principal O&D markets to provide context for the scale, composition, and resilience of these impacts.

2.1.1 | Historical Enplanement Trends (1986-2025)

Figure 1 illustrates PSP's annual enplanement history from 1986 to 2025, revealing a consistent upward trajectory. This growth pattern has been interrupted only by industry-wide disruptions, such as the 9/11 terrorist attacks, the Great Recession, and, most recently, the COVID-19 pandemic. Notably, PSP has demonstrated resilience, typically recovering within two or three years of these setbacks and resuming growth.

The COVID-19 pandemic triggered the most significant decline in the Airport's history, with enplanements falling 50.9 percent from 2019 to 2020. Nevertheless, PSP recovered relatively quickly, surpassing its pre-pandemic peak of 1.3 million enplanements (2019) by reaching 1.5 million in 2022. After declining slightly in 2024, enplanement trends returned to an upward trajectory over the next year, establishing a new record in 2025 with 1.7 million enplanements.

PSP's growth has accelerated since 2010, outpacing national growth (Figure 2). PSP's 2025 enplanement level grew to about 220.9 percent of its 2010 level, compared with the U.S. system's 139.3 percent. As a result, the Airport's share of total U.S. commercial enplanements grew from 0.10 percent in 2010 to 0.15 percent in 2025.

The long-term increase in passenger activity has expanded the scale of airline, concession, rental car, ground transportation, and other services associated with PSP. It has also increased the number of visitors whose off-airport spending supports businesses and employment throughout

² For the FAA airport categories, see: https://www.faa.gov/airports/planning_capacity/categories.

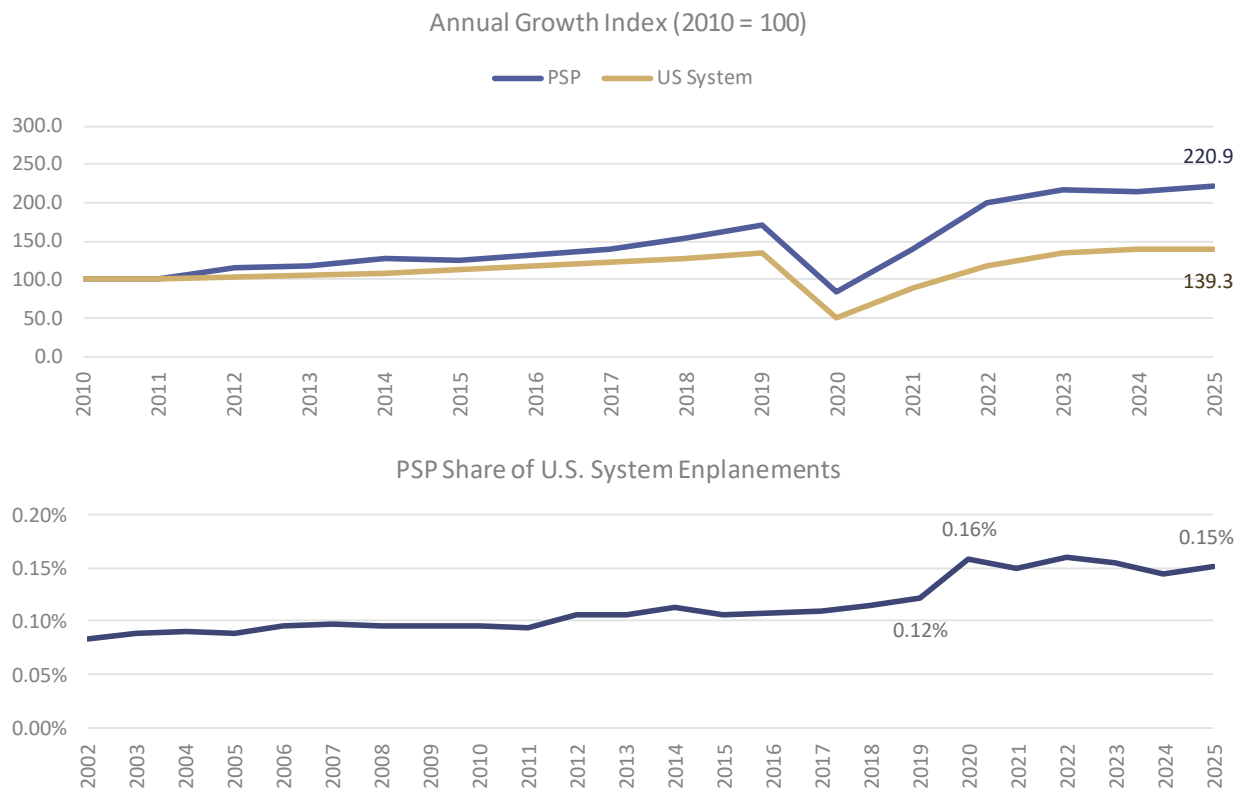
the Coachella Valley. The record 2025 enplanement level provides the activity basis for the economic impacts estimated in this report.

Figure 1 | PSP Annual Enplanement Trends (1,000s), 1986-2025



Source: Bureau of Transportation Statistics for the US system, and airport records for PSP enplanements.

Figure 2 | PSP vs. US System Enplanement Trends, 2010-2025



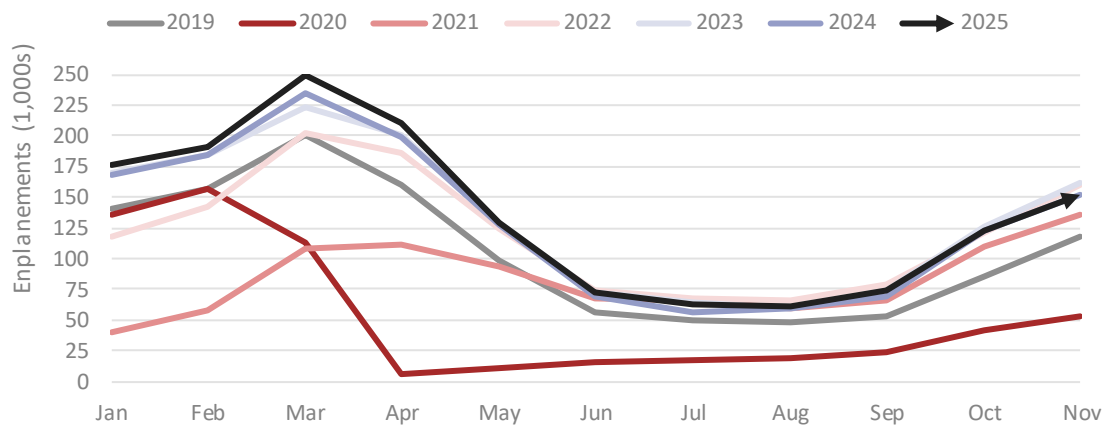
Source: Bureau of Transportation Statistics for the US system, and airport records for PSP enplanements.

2.1.2 | Monthly Enplanement Trends (2019-2025)

Figure 3 presents monthly enplanement data from January 2019 through December 2025. Passenger activity declined sharply during the COVID-19 pandemic but subsequently recovered, exceeding 2019 levels by 2022 and reaching 127.3 percent of the December 2019 level by December 2025, compared with 102.1 percent for the U.S. system (Figure 4).

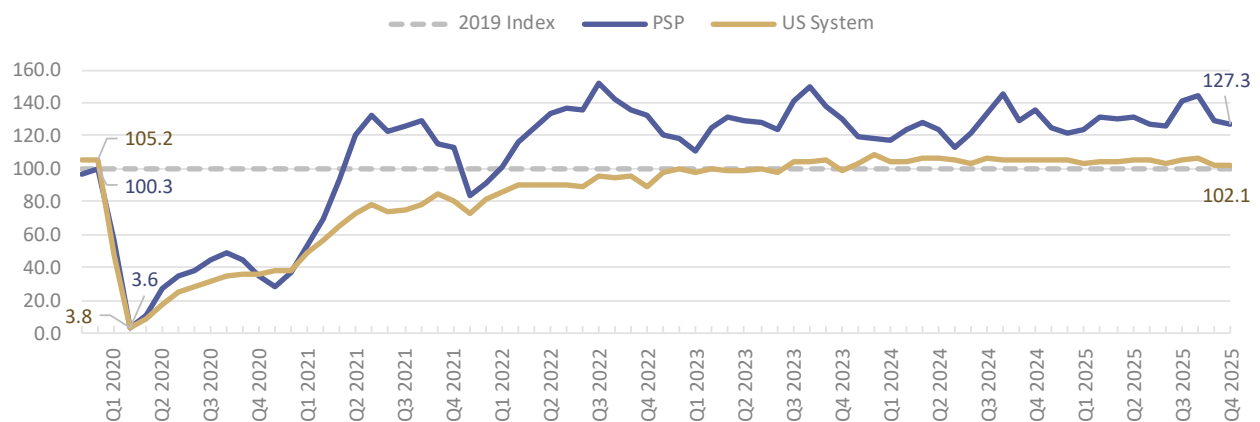
PSP's passenger activity remains highly seasonal, generally peaking in March, declining through the summer, and increasing during the fall and winter. This seasonality affects the timing of the Airport's economic contributions, including airline and concession activity, rental car demand, ground transportation, hotel occupancy, restaurant activity, and seasonal employment. Although the economic-impact estimates are reported annually, a substantial portion of the impacts occurs during the region's peak visitor season.

Figure 3 | PSP Monthly Enplanements (1,000s), January 2019 - December 2025



Source: Airport records.

Figure 4 | PSP and U.S. Monthly Enplanements Relative to 2019 (2019=100), January 2020 - December 2025



Source: Airport records and U.S Bureau of Transportation Statistics.

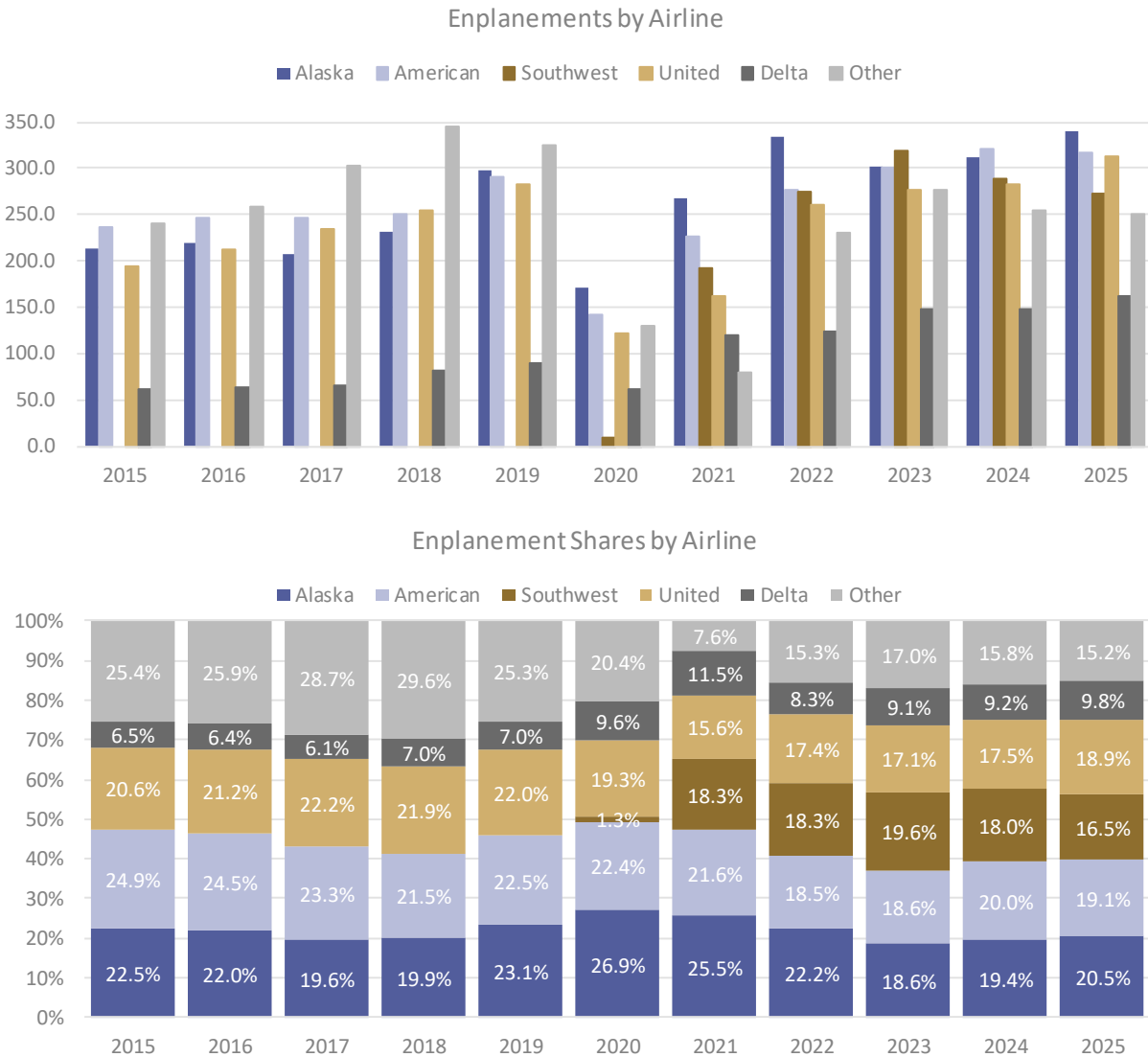
2.1.3 | Airline Market Shares (2015-2025)

As shown in Figure 5 and Table 1, Alaska Airlines held the largest market share at PSP in 2025 at 20.5 percent, followed closely by American (19.1 percent), United (18.9 percent), and Southwest (16.5 percent). Delta secured the fifth position with 9.8 percent, while the remaining 15.2 percent was distributed among other airlines.

Airline market shares at PSP shifted considerably between 2015 and 2025. American led the market in 2015 with a 24.9 percent share, while Alaska subsequently expanded to become the largest carrier in 2025. Southwest entered the market in 2020 and quickly became one of PSP's leading airlines. More recently, American and United increased their shares, while Southwest's share moderated after 2023.

PSP's relatively diversified airline portfolio supports the resilience of its economic impacts. No airline accounted for more than 21 percent of 2025 enplanements, and five airlines each held meaningful shares of the market. This diversification provides travelers with access to multiple networks and reduces the Airport's dependence on the operating decisions of any single carrier. It therefore helps sustain passenger volumes and the airline, concession, rental car, visitor-spending, and other economic activity supported by PSP.

Figure 5 | PSP Annual Enplanement Trends by Airline, 2015-2025



Source: Airport records.

Table 1 | PSP Annual Enplanements by Airline, 2015-2025

Enplanements by Airline (Thousands)												CAGR		
Airline	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2015-2019	2019-2025	2015-2025
Alaska	212.7	220.0	206.7	232.2	298.0	170.3	267.0	333.5	302.1	311.2	339.4	8.8%	2.2%	4.8%
American	235.5	245.8	245.8	250.0	290.2	141.9	226.2	277.1	301.8	322.0	316.8	5.4%	1.5%	3.0%
Southwest					0.0	8.3	191.7	274.9	318.1	289.6	273.4			
United	194.7	212.7	234.1	255.4	283.4	122.1	163.0	260.8	277.7	281.9	313.0	9.8%	1.7%	4.9%
Delta	61.6	64.0	64.9	81.7	90.3	60.7	120.3	124.6	148.0	148.0	161.8	10.1%	10.2%	10.1%
Other	240.1	259.5	303.2	345.0	325.6	129.1	79.3	229.7	276.3	253.6	251.3	7.9%	-4.2%	0.5%
Total	944.6	1002.0	1054.8	1164.3	1287.5	632.3	1047.6	1500.6	1624.0	1606.3	1655.6	8.0%	4.3%	5.8%
AGR	-1.3%	6.1%	5.3%	10.4%	10.6%	-50.9%	65.7%	43.2%	8.2%	-1.1%	3.1%			

Enplanement Shares by Airline											
Airline	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Alaska	22.5%	22.0%	19.6%	19.9%	23.1%	26.9%	25.5%	22.2%	18.6%	19.4%	20.5%
American	24.9%	24.5%	23.3%	21.5%	22.5%	22.4%	21.6%	18.5%	18.6%	20.0%	19.1%
Southwest						1.3%	18.3%	18.3%	19.6%	18.0%	16.5%
United	20.6%	21.2%	22.2%	21.9%	22.0%	19.3%	15.6%	17.4%	17.1%	17.5%	18.9%
Delta	6.5%	6.4%	6.1%	7.0%	7.0%	9.6%	11.5%	8.3%	9.1%	9.2%	9.8%
Other	25.4%	25.9%	28.7%	29.6%	25.3%	20.4%	7.6%	15.3%	17.0%	15.8%	15.2%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Source: Airport records.

2.1.4 | Top Domestic O&D Markets

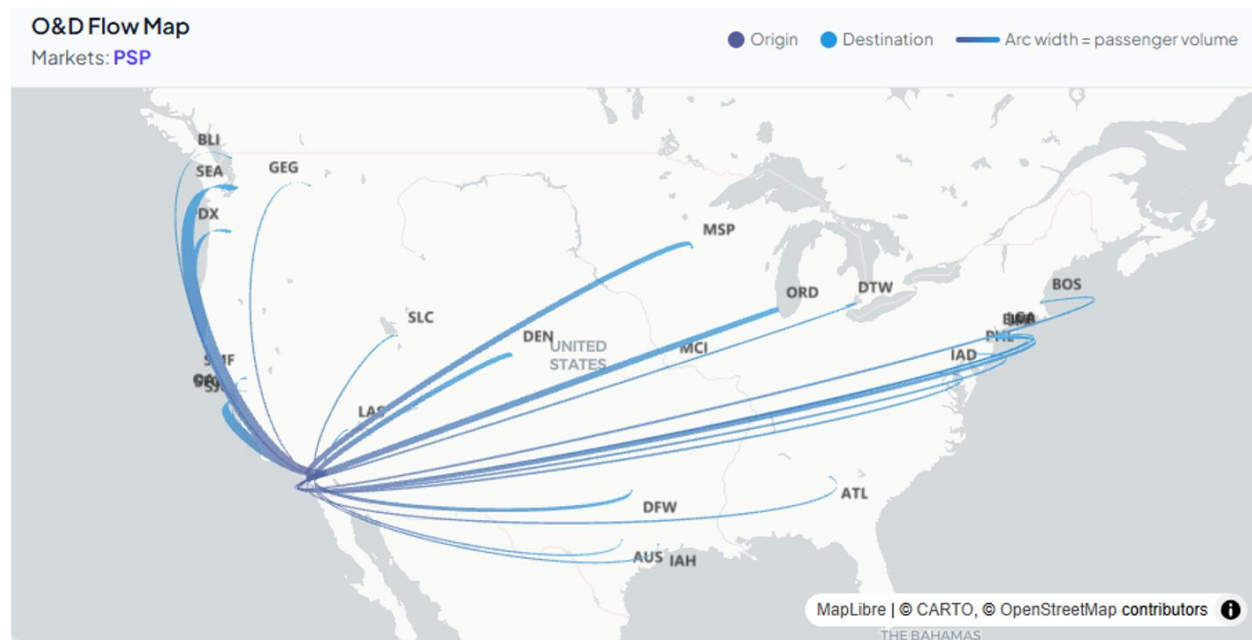
Table 2 and Figure 6 present the Airport's top 25 domestic origin and destination (O&D) markets in 2025, accounting for 74.7 percent of all daily O&D passengers. The largest markets include San Francisco (13.2 percent), Seattle (10.9 percent), Portland (5.6 percent), Chicago (5.3 percent), and Denver (4.7 percent).

Table 2 | Top 25 Domestic O&D Markets, 2025

PSP Top 25 O&D Markets, 2025				
Rank	City	State	Daily Avg PAX	Share
1	San Francisco	CA	992.8	13.2%
2	Seattle	WA	819.5	10.9%
3	Portland	OR	423.5	5.6%
4	Chicago	IL	399.0	5.3%
5	Denver	CO	356.9	4.7%
6	New York City	NY	339.2	4.5%
7	Minneapolis/St. Paul	MN	333.2	4.4%
8	Dallas/Fort Worth	TX	254.1	3.4%
9	Sacramento	CA	230.6	3.1%
10	Washington	DC	182.6	2.4%
11	Salt Lake City	UT	118.8	1.6%
12	Boston	MA	112.6	1.5%
13	Houston	TX	110.7	1.5%
14	Las Vegas	NV	96.7	1.3%
15	Austin	TX	95.5	1.3%
16	Atlanta	GA	91.0	1.2%
17	Bellingham	WA	83.8	1.1%
18	Detroit	MI	81.6	1.1%
19	Miami	FL	78.0	1.0%
20	Kansas City	MO	76.3	1.0%
21	Spokane	WA	75.4	1.0%
22	Philadelphia	PA	73.5	1.0%
23	Phoenix	AZ	72.3	1.0%
24	Boise	ID	66.8	0.9%
25	Nashville	TN	65.8	0.9%
Top 25 Subtotal			5,630.4	74.7%
Other			1,907.7	25.3%
Total			7,538.1	100.0%

Source: U.S. Department of Transportation DB1B data.

Figure 6 | Top 25 Domestic O&D Destination Map, 2025



Source: U.S. Department of Transportation DB1B data.

PSP's broad geographic market base supports visitor spending and reduces dependence on any single origin market. The leading markets include major population and business centers in Northern California, the Pacific Northwest, the Midwest, Texas, and the East Coast. Connections to these markets bring visitors and outside spending into the Coachella Valley while also providing residents and businesses with access to national airline networks. The distribution of O&D traffic across numerous markets therefore supports both the scale and resilience of the Airport's economic contribution.

2.1.5 | Canadian Market

PSP has nonstop service to major cities in Canada. Canadian visitors are an important component of the Coachella Valley's seasonal tourism economy. Their spending on accommodations, food, retail, transportation, recreation, and second-home-related services contributes to the visitor-spending impacts associated with PSP. Scheduled seats from PSP to Canadian destinations decreased by approximately 12 percent between 2023 and 2026, from 242,014 to 213,520 seats (Table 3). This reduction may moderate future Canadian visitor activity and associated spending if the capacity is not replaced by other service. However, PSP continues to provide nonstop access to several major Canadian markets.

Table 3 | Scheduled Seats from PSP to Canadian Cities, 2023-2026

Destination Name	2023	2024	2025	2026
Edmonton, AB, CA	30,363	28,692	27,918	25,494
Vancouver, BC, CA	104,049	99,352	100,221	86,948
Winnipeg, MB, CA	6,828	12,483	6,612	8,289
Calgary, AB, CA	86,508	78,657	75,408	72,180
Toronto, ON, CA	14,266	18,643	27,218	20,609
Total	242,014	237,827	237,377	213,520

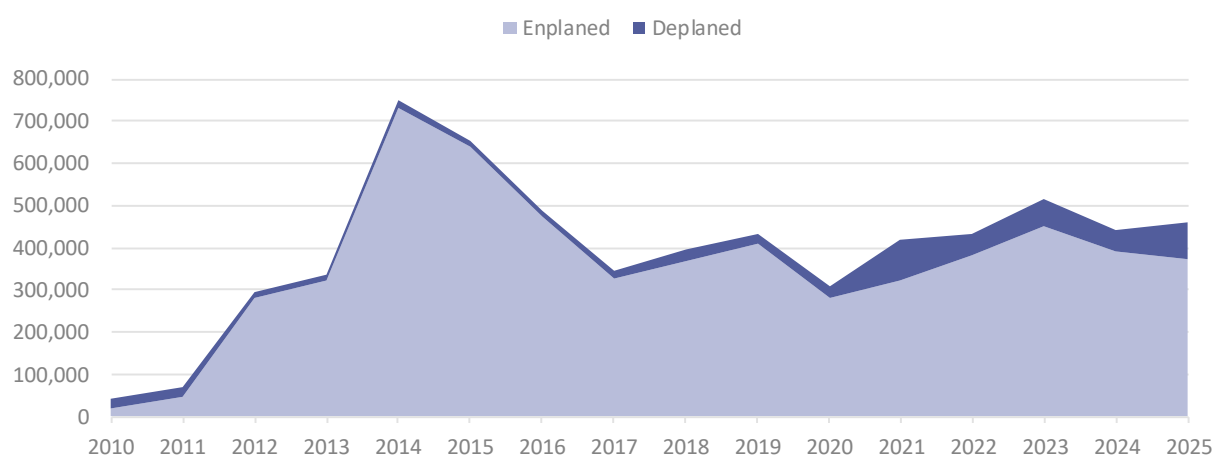
Source: Cirium SRS Analyzer.

2.2 | Air Cargo

Figure 7 illustrates PSP's annual air cargo volume from 2010 to 2025, revealing a dynamic pattern of growth and fluctuation over this period. Most of PSP's cargo volume is enplaned outbound cargo. The Airport experienced dramatic early-decade expansion, with cargo volumes surging from 41,000 pounds in 2010 to 749,000 enplaned and deplaned pounds by 2014—an eighteen-fold increase in just four years, primarily attributable to Alaska Airlines.

Following this initial spike, cargo volumes underwent a significant correction, declining by 54 percent to 346,000 pounds in 2017. Subsequently, the trend resumed an upward trajectory, albeit at a more modest rate, dipping again in 2020 during the COVID-19 pandemic. By 2023, PSP handled approximately 514,000 pounds of enplaned and deplaned cargo. Since then, however, 2024 introduced another decrease, settling at roughly 462,000 pounds as of 2025.

Figure 7 | Annual Enplaned and Deplaned Cargo (in Pounds), 2010-2025



Source: Airport records.

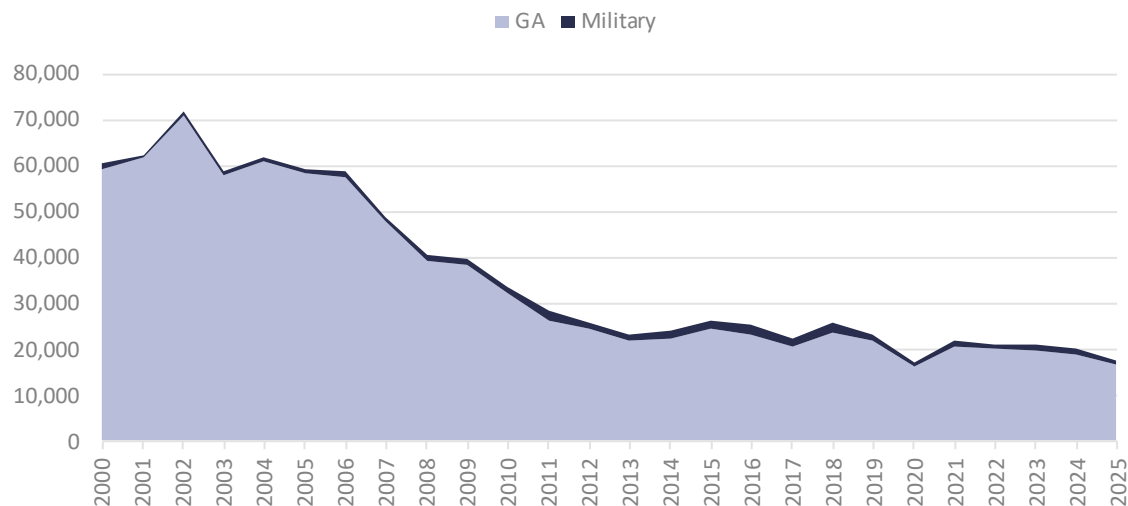
Although air cargo represents a relatively small component of PSP's overall economic contribution, it generates direct carrier revenue and freight-forwarding activity. Outbound cargo is particularly relevant because it connects regional producers with markets outside the region and may bring in

revenue from outside the regional economy. The economic impact analysis accounts for airline revenue associated with outbound cargo and the related freight-forwarder margin.

2.3 | Noncommercial Operations

Figure 8 shows the long-term trend in noncommercial operations at PSP from 2000 to 2025. The trend has declined from around 60,000 operations in 2000 to approximately 17,000 in 2025. General aviation accounts for more than 90 percent of noncommercial operations, while military operations never exceed 10 percent.

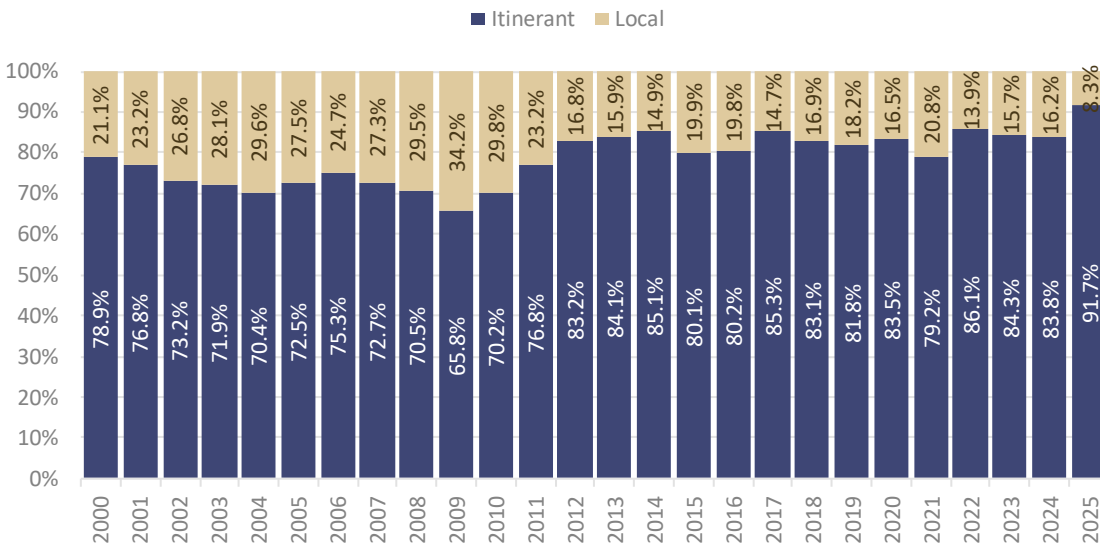
Figure 8 | Annual Noncommercial Operations by GA & Military, 2000-2025



Source: Federal Aviation Administration ATADS.

Figure 9 breaks down GA operations by itinerant and local shares. Itinerant operations comprise the majority, accounting for over 80 percent of GA operations since 2012, and reaching almost 92 percent as of 2025. Itinerant operations are aircraft operations that originate from outside the airport area and land at the airport or depart the airport for a destination outside the airport area. Local operations remain within the local traffic pattern, a 20-mile radius around the tower, taking off and landing at the airport.

Figure 9 | Annual Itinerant vs. Local GA Shares, 2000-2025



Source: Federal Aviation Administration ATADS.

General aviation contributes to PSP's economic impact through both airport services and visitor spending. Airport-based activity supports FBO employment and related services, while itinerant operations include aircraft arriving from outside the area whose passengers may spend money on accommodations, dining, ground transportation, recreation, and other services. Because itinerant operations accounted for approximately 92 percent of GA operations in 2025, visiting GA users represent an important source of economic activity beyond the commercial passenger market. The impact analysis separately accounts for FBO employment, customs fees, and estimated spending by GA visitors.

2.4 | Summary

Commercial passenger traffic, air cargo, and general aviation provide the activity foundation for PSP's economic impacts. Commercial passenger activity is the largest component, supporting airlines, concessions, rental cars, ground transportation, government services, and other Airport-related businesses. PSP's record 2025 passenger volume and diversified airline and geographic market base support the scale and resilience of these activities.

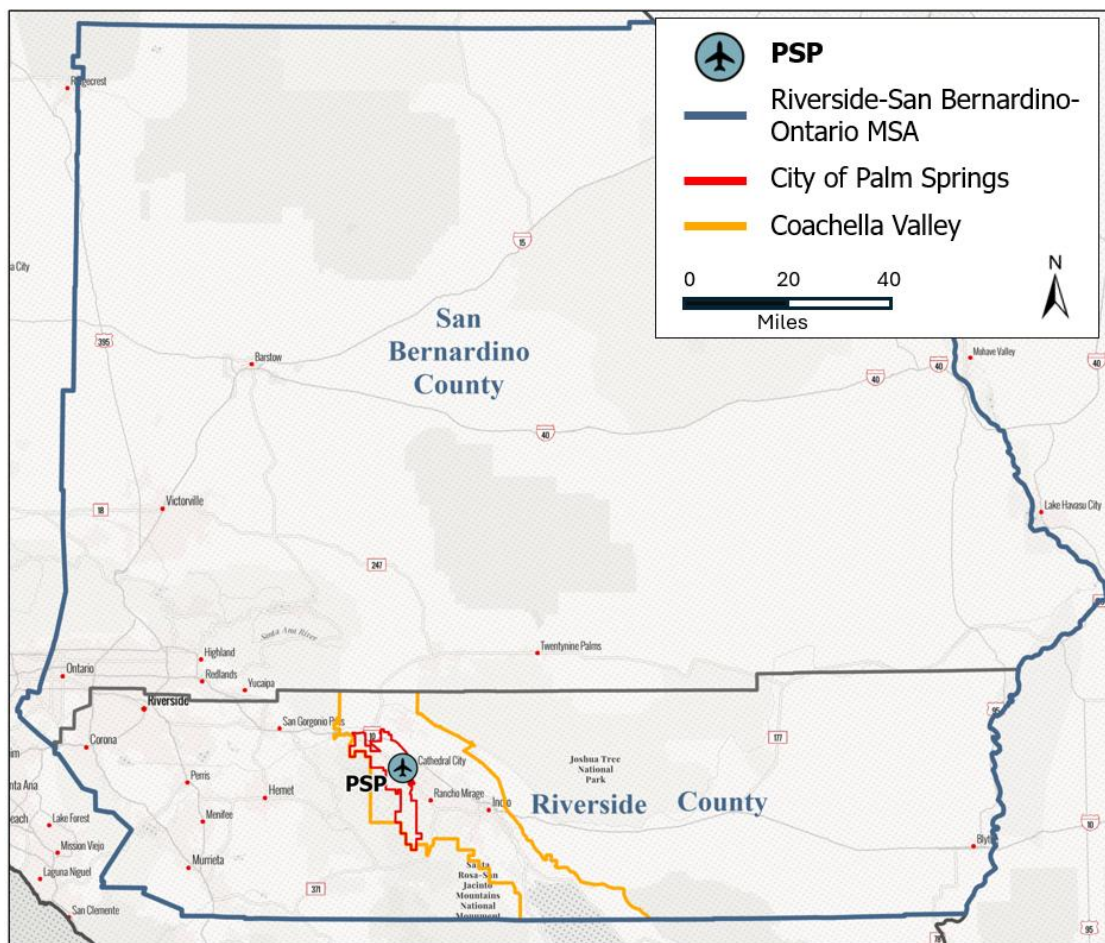
PSP's role as a visitor gateway is especially important. Visiting commercial and general aviation passengers introduce outside spending into the Coachella Valley, supporting accommodations, restaurants, retailers, transportation providers, entertainment venues, and other businesses. The Airport's seasonal traffic pattern also influences when these benefits occur, with much of the activity concentrated during the region's peak visitor season.

Air cargo and general aviation provide additional sources of economic activity through carrier revenue, freight forwarding, FBO operations, customs activity, and visitor spending. Together, the aviation activities described in this section provide the quantitative basis for the direct, indirect, and induced impacts estimated in Sections 4 and 5.

SECTION 3 | REGIONAL ECONOMIC ENVIRONMENT

Regional economic conditions influence both demand for PSP's aviation services and the extent to which Airport-related activity generates economic benefits within the study region. Population, employment, and income affect the regional labor force, household spending, and demand for air travel. Economic scale and industry composition affect the availability of local suppliers and the amount of Airport-related spending retained within the region, thereby influencing indirect and induced impacts. Tourism trends are particularly important because visitor spending represents the largest source of PSP's economic impact. The primary study area is Riverside County, with additional impacts extending into San Bernardino County. These two counties comprise the Riverside-San Bernardino MSA (shortened to Riverside MSA in chart data labels). The analysis also focuses on the Coachella Valley³ and the City of Palm Springs (Figure 10 and Figure 11).

Figure 10 | Economic Impact Study Region



Source: Unison Consulting, Inc.

³ The Coachella Valley comprises the Cathedral City-Palm Desert, Coachella Valley, Desert Hot Springs, and Palm Springs Census County Divisions.

Figure 11 | Riverside County and Subdivisions



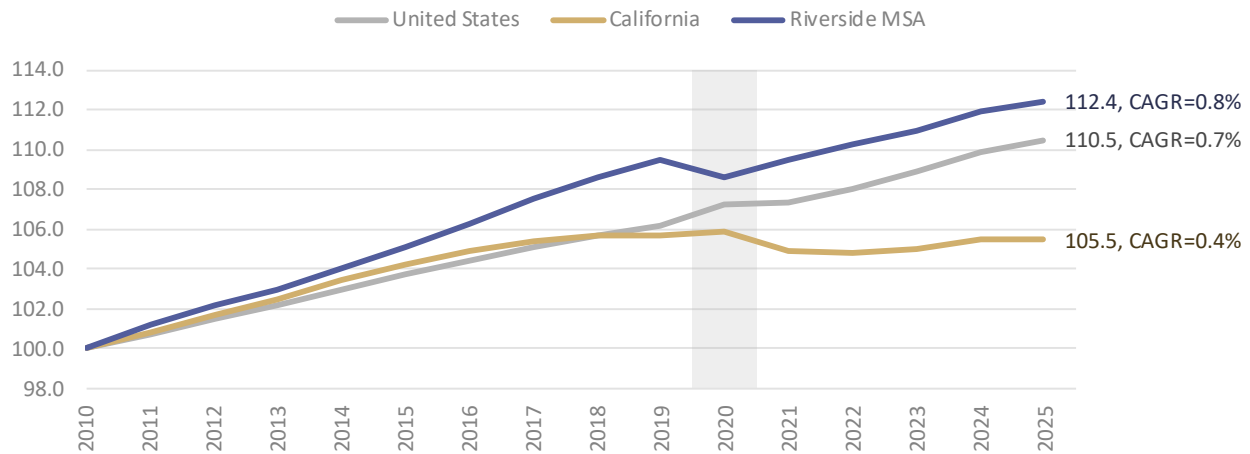
Source: Unison Consulting, Inc.

The Coachella Valley comprises the Cathedral City-Palm Desert, Coachella Valley, Desert Hot Springs, and Palm Springs Census County Divisions.

3.1 | Population

The Riverside-San Bernardino MSA had a population of 4.8 million as of 2025. Despite outmigration due to high living costs,⁴ the region's population grew by 12.4 percent from 2010 to 2025 (0.8 percent CAGR), surpassing national and state growth rates (Figure 12). After slight pandemic-related declines, growth resumed in 2021, with the MSA's 2025 population reaching approximately 2.7 percent above its 2019 level.

Figure 12 | Population Index (2010=100), 2010-2025



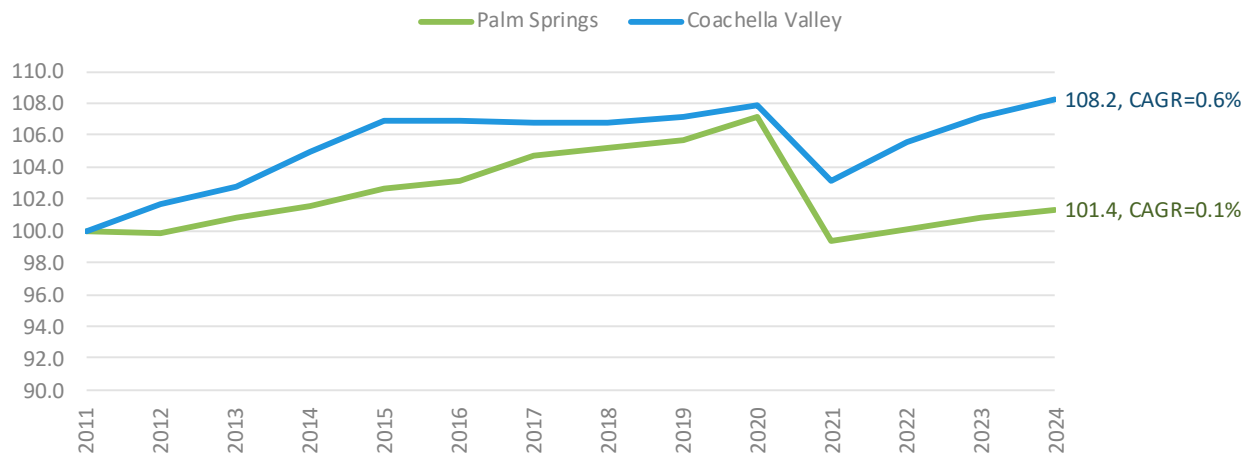
Source: U.S. Census Bureau and Unison Consulting Inc.

From 2011 to 2024, Coachella Valley experienced a slightly slower overall population growth of 8 percent (0.6 percent CAGR) (Figure 13). Within the Coachella Valley, the City of Palm Springs, after experiencing steady growth through 2020, saw its population fall below the 2011 level in 2021 and has largely remained at that level, with minimal growth, through 2024.

Population growth expands the regional labor force and consumer base, supporting Airport-related businesses. It also contributes to induced impacts as employees of the Airport, its tenants, suppliers, and visitor-serving businesses spend their earnings within the region. The comparatively slower growth in Palm Springs and the Coachella Valley underscores the importance of PSP in bringing visitor spending and other economic activity into the area from outside the local resident base.

⁴ H. Johnson, E. McGhee, C. Subramaniam, and B. Hsieh, "What's Behind California's Recent Population Decline—and Why It Matters," Public Policy Institute of California, October 2023.

Figure 13 | Population Index (2011=100), City of Palm Springs and Coachella Valley, 2011-2024

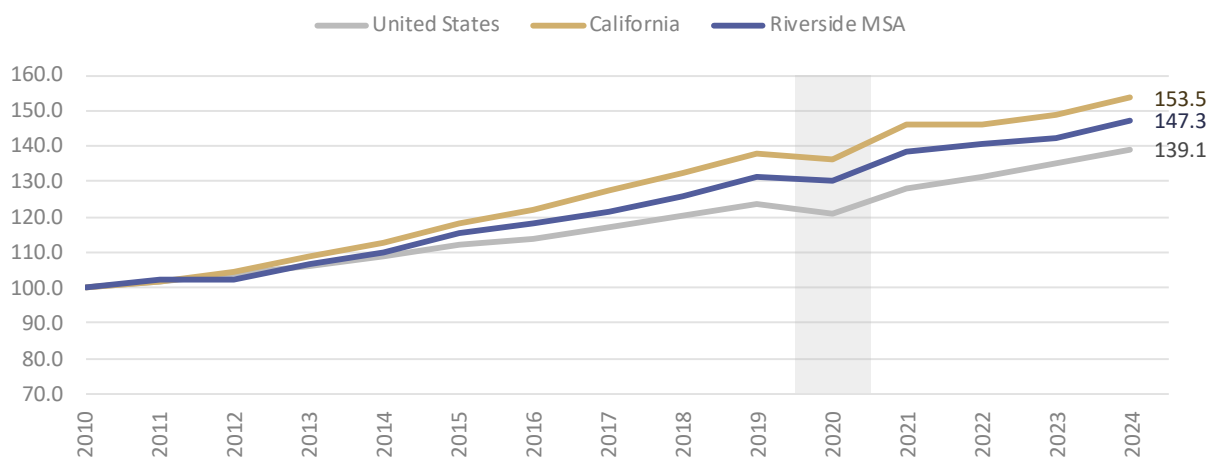


Source: U.S. Census Bureau and Unison Consulting, Inc.

3.2 | Regional GDP

Between 2010 and 2024, real GDP in the Riverside-San Bernardino MSA generally followed national business cycles while growing more rapidly (Figure 14). The region's real GDP expanded by 47 percent (2.8 percent CAGR), outpacing the national rate of 39 percent (2.4 percent CAGR) but lagging California's 54 percent growth (3.1 percent CAGR). The Riverside MSA, the state, and the nation had all surpassed pre-pandemic economic levels despite the brief 2020 recession and have continued to grow through 2024.

Figure 14 | Real GDP Index (2010=100), 2010-2024



Source: U.S. Bureau of Economic Analysis and Unison Consulting, Inc.

The region's economic expansion indicates a growing and increasingly productive economic base capable of supporting Airport operations, tourism businesses, and related suppliers. A larger regional economy also provides more opportunities for businesses serving PSP and its users to

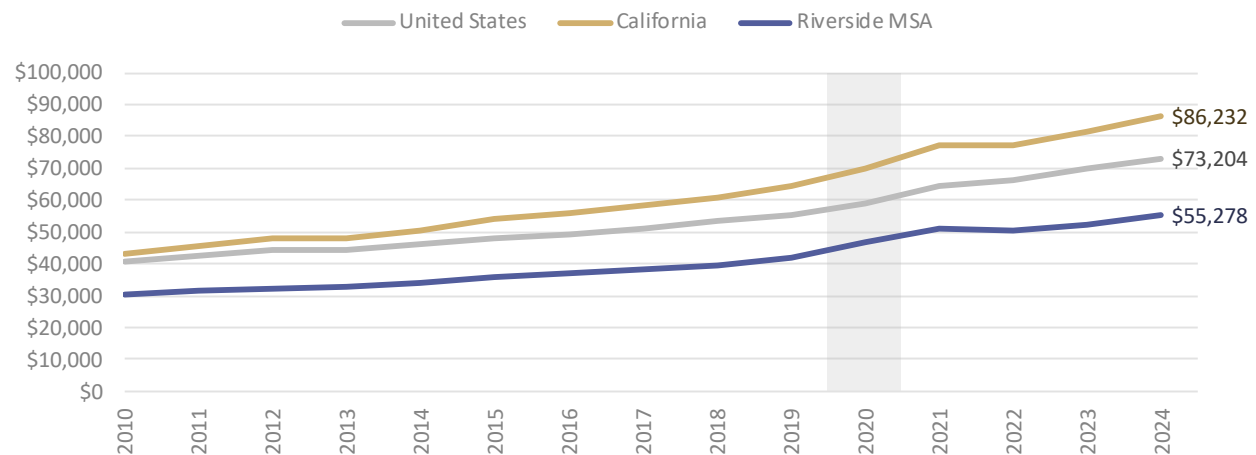
purchase goods and services locally, helping retain Airport-related spending within the study region and generating indirect economic impacts.

3.3 | Personal Income

Real personal income per capita measures residents' purchasing power and capacity for discretionary expenditures, including air travel. Income levels also influence induced economic impacts because earnings generated by Airport-related activity are spent on housing, food, health care, retail, and other goods and services within the regional economy.

As shown in Figure 15, real personal income per capita increased in the Riverside-San Bernardino MSA, California, and the nation between 2010 and 2024. The temporary increases in 2020 and 2021 reflect, in part, federal income-support programs implemented during the COVID-19 pandemic. By 2024, real personal income per capita in the Riverside-San Bernardino MSA reached approximately \$55,300, compared with \$73,200 nationwide and \$86,200 in California. The regional measure has increased over time but remains below the state and national levels.

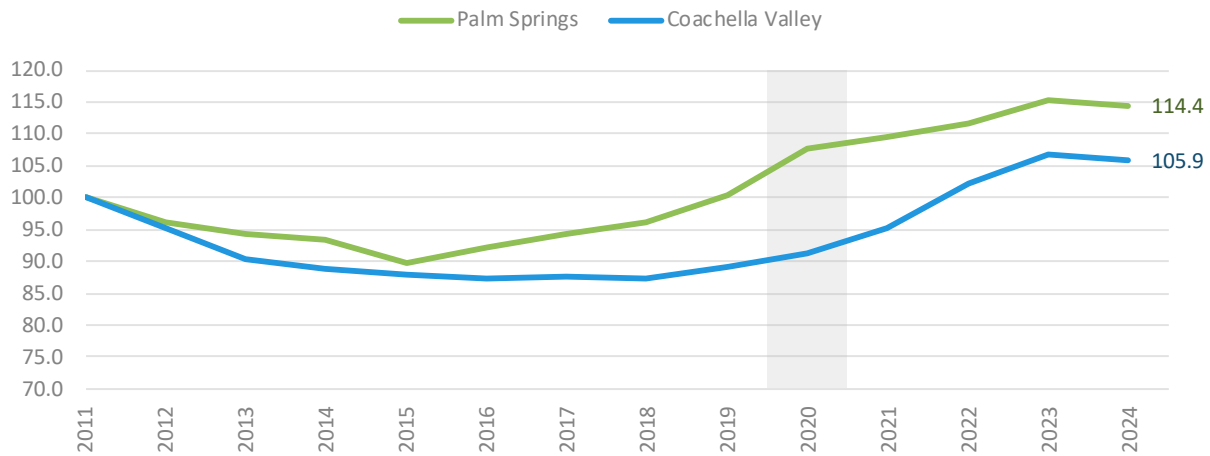
Figure 15 | Real Personal Income Per Capita, 2010-2024



Source: U.S. Bureau of Economic Analysis and Unison Consulting, Inc.

Comparable personal income data are not available for the City of Palm Springs and the Coachella Valley. Figure 16 therefore presents real median household income as an alternative measure of local purchasing power. From 2011 to 2024, real median household income increased by approximately 14 percent in Palm Springs, equivalent to an average annual growth rate of 1.0 percent. Growth was more modest in the Coachella Valley, where real median household income increased by approximately 6 percent, or 0.4 percent annually. Both series fluctuated over the period, indicating that gains in household purchasing power were uneven. Nevertheless, growth in real household income supports local consumer spending and the induced effects generated when workers whose employment is supported by PSP spend their earnings within the region.

Figure 16 | Real Median Household Income Index (2011=100), City of Palm Springs and Coachella Valley, 2011-2024



Source: U.S. Census Bureau and Unison Consulting, Inc.

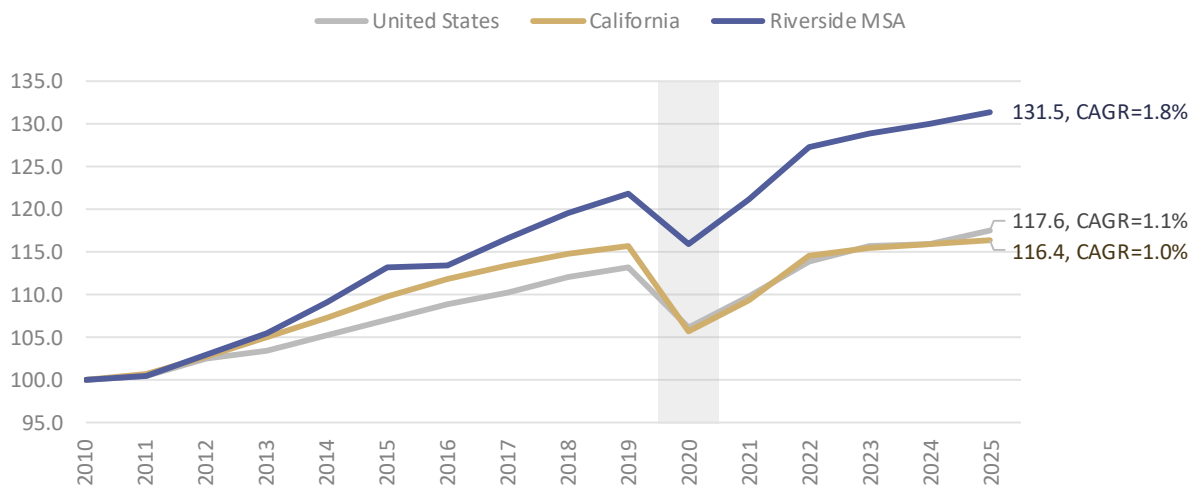
3.4 | Employment and Unemployment

Employment in the Riverside-San Bernardino MSA exceeded 2.1 million in 2025. The region has shown strong employment growth since 2010, at 1.8 percent annually, compared with 1.1 percent nationwide and 1.0 percent in California (Figure 17). Robust employment growth not only boosts household incomes and air travel demand but also expands household spending, contributing to the Airport's induced economic impacts. Additionally, a solid employment base provides workers for the Airport, airlines, concessionaires, ground transportation providers, hotels, restaurants, and other businesses supported by PSP activity.

The Riverside-San Bernardino MSA experienced less severe pandemic-related employment declines (4.8 percent) than California (8.5 percent) and the nation (6.2 percent). By 2022, employment in the MSA had surpassed pre-pandemic levels and, by 2025, had grown nearly 8 percent above 2019 levels.

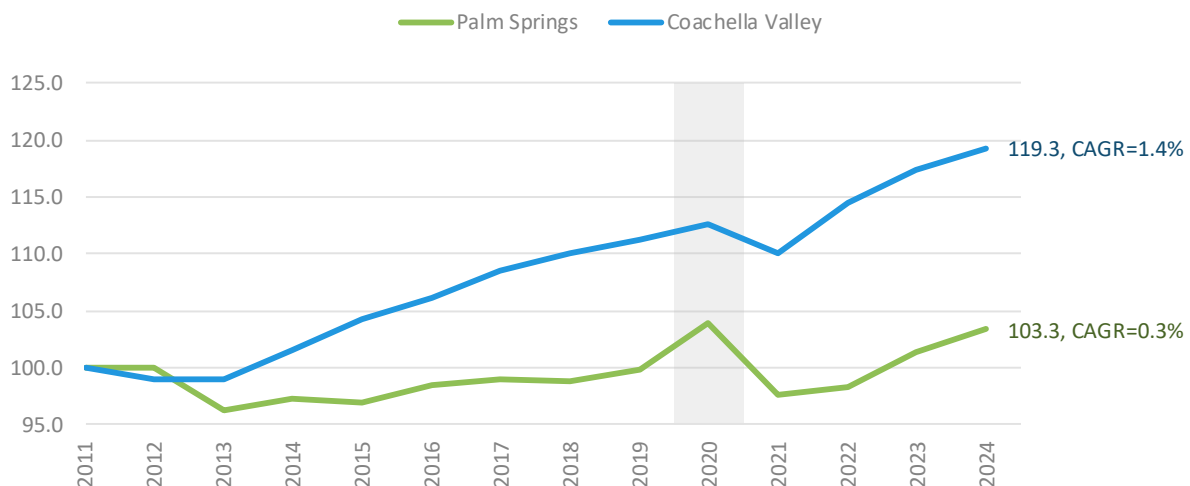
Coachella Valley employment grew by 1.4% annually from 2011 to 2024, somewhat slower than the MSA's 1.8% annual growth, while employment in Palm Springs increased by 0.3% annually (Figure 18). Employment growth in the Coachella Valley supports the visitor-serving industries through which a substantial share of PSP's economic impacts occurs. The relatively slower growth in Palm Springs may also increase the importance of workers commuting from other parts of the Coachella Valley, helping distribute the Airport's employment and income impacts beyond the city.

Figure 17 | Employment Index (2010=100), 2010-2025



Source: U.S. Bureau of Labor Statistics, Current Population Survey and Local Area Unemployment Statistics; and Unison Consulting, Inc.

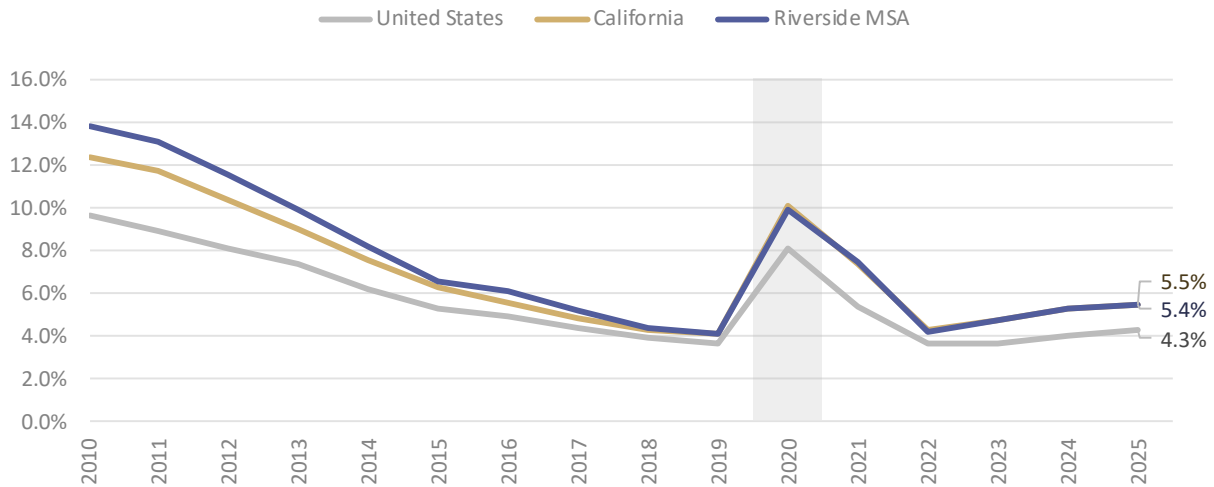
Figure 18 | Employment Index (2011=100), City of Palm Springs and Coachella Valley, 2011-2024



Source: U.S. Census Bureau and Unison Consulting, Inc.

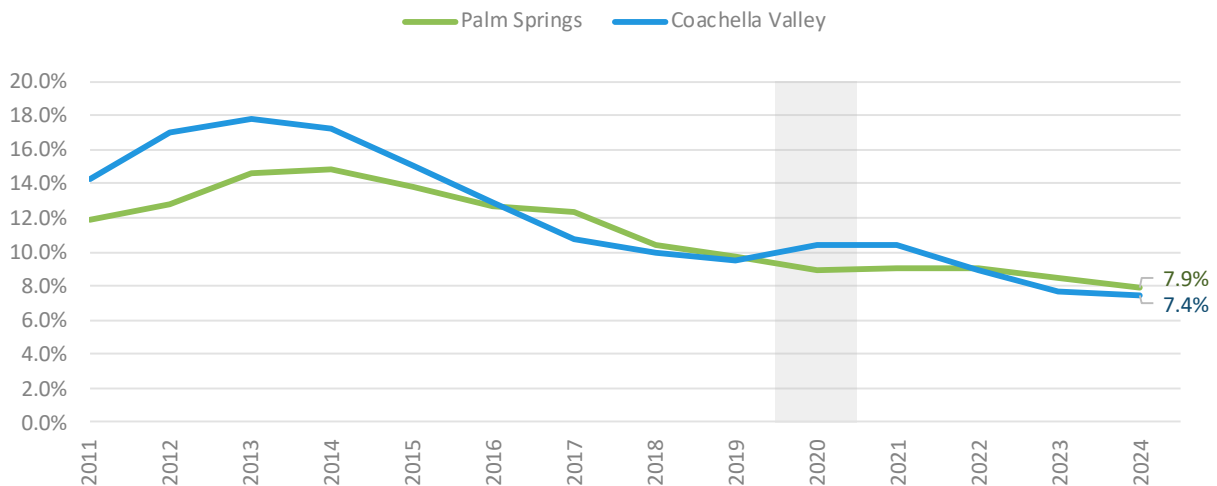
Unemployment in the Riverside-San Bernardino MSA has declined considerably since 2010 and stood at approximately 5.4 percent in 2025 (Figure 19). Improving labor-market conditions support household income and consumer spending but may also tighten the supply of workers available to Airport and visitor-serving businesses. Unemployment rates in Palm Springs and the Coachella Valley have historically exceeded those of the MSA, California, and the nation, although the general trend has been downward (Figure 20). These local labor-market conditions affect the availability of workers for the accommodation, food service, transportation, retail, and other industries through which PSP generates substantial employment impacts.

Figure 19 | Unemployment Rate, 2010-2025



Source: U.S. Bureau of Labor Statistics and Unison Consulting, Inc.

Figure 20 | Annual Unemployment Rate, City of Palm Springs and Coachella Valley, 2011-2024



Source: U.S. Census Bureau and Unison Consulting, Inc.

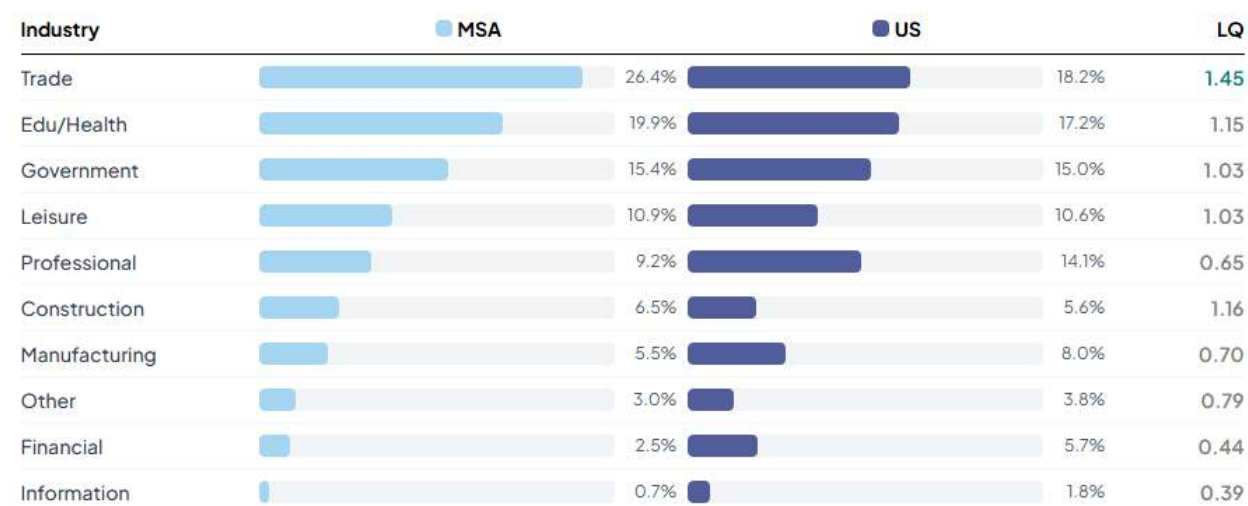
3.5 | Nonfarm Employment by Industry

Industry composition influences the magnitude and distribution of economic impacts. A diverse regional economy allows Airport operators, tenants, suppliers, and visitor-serving businesses to purchase more goods and services locally, reducing spending leakages and strengthening indirect effects. Diversification also makes the regional economy—and the Airport-related businesses operating within it—less susceptible to downturns concentrated in a single industry.

In 2025, trade, transportation, and utilities represented the largest nonfarm employment sector in the Riverside-San Bernardino MSA, accounting for more than 26 percent of jobs, followed by education and health services (20 percent), government (15 percent), and leisure and hospitality (11 percent) (Figure 21).

The region's industry composition can be further analyzed using Location Quotients (LQ), which measure an industry's concentration in the region relative to the nation. An LQ of one indicates that an industry's share of regional employment matches its national share. Values below one suggest the sector is underrepresented locally, while values above one indicate a higher concentration, signifying regional specialization.

Figure 21 | Employment Share (%) and Location Quotient by Industry, Riverside-San Bernardino-Ontario MSA, 2025



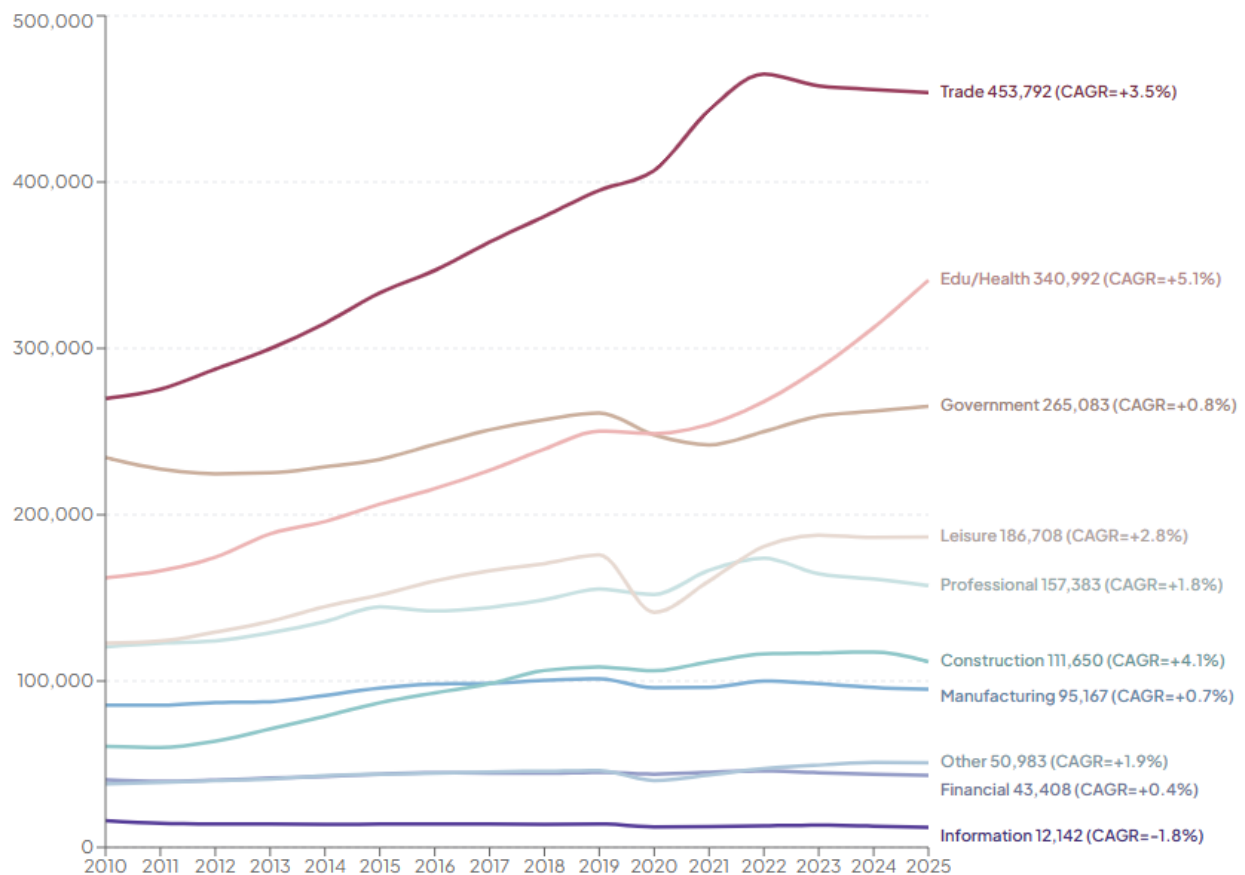
Source: U.S. Bureau of Labor Statistics and Unison Consulting, Inc.

Analysts typically use an LQ threshold of 1.25 to indicate moderate specialization and 1.5 or higher to identify significant specialization. The Riverside-San Bernardino MSA maintains a relatively diversified economy overall in that only the trade, transportation, and utilities sector, with an LQ of 1.45, surpasses the moderate specialization threshold. The concentration of employment in trade, transportation, and utilities is particularly relevant to PSP because transportation activity is a major component of the Airport's direct and total economic impacts. The substantial education and health

services, government, and leisure and hospitality sectors also provide employment and supply-chain linkages through which Airport-generated income circulates within the region.

Figure 22 shows sectoral employment trends from 2010 to 2025. Education and health services, construction, trade, transportation and utilities, and leisure and hospitality experienced the highest long-term growth rates. Growth in transportation and visitor-serving industries strengthens the regional capacity to accommodate increasing passenger and visitor activity. Growth in construction and professional services also supports the local capture of economic benefits from PSP's capital program. Leisure and hospitality employment surpassed its 2019 level by 2022 and has remained broadly stable since then, indicating that the regional tourism economy has retained most of its post-pandemic employment recovery.

Figure 22 | Employment by Industry, Riverside-San Bernardino-Ontario MSA, 2010-2025



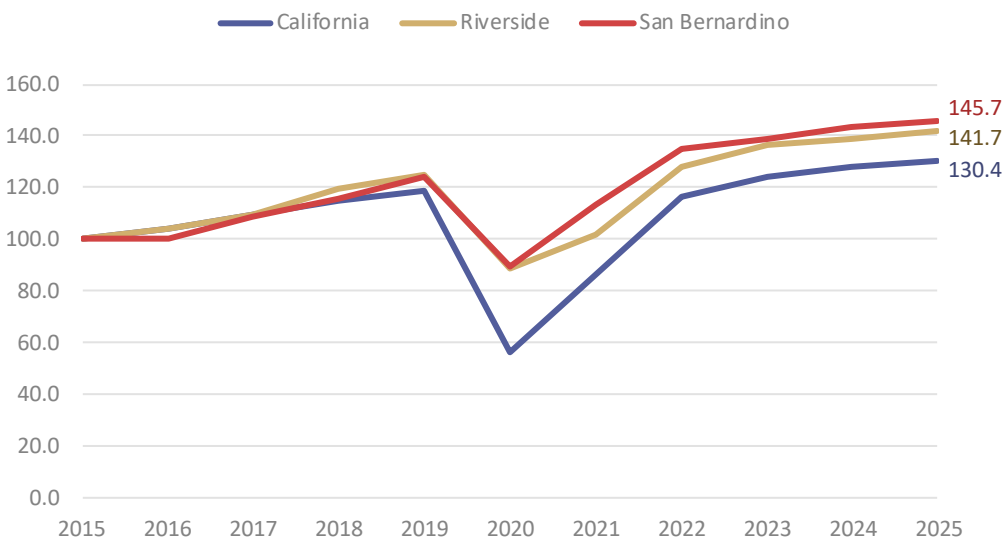
Source: U.S. Bureau of Labor Statistics and Unison Consulting, Inc.

3.6 | Visitor Spending

Visitor spending introduces new money into a region and is the largest source of PSP's economic impact. Spending by visitors arriving through the Airport directly supports hotels, restaurants, retailers, transportation providers, entertainment venues, and other businesses. These businesses, in turn, purchase goods and services and pay employee compensation, generating indirect and induced impacts.

In 2025, visitors spent approximately \$10.2 billion in Riverside County and \$6.7 billion in San Bernardino County. Since 2015, visitor spending has increased 42 percent in Riverside County (3.5 percent CAGR) and 46 percent in San Bernardino County (3.8 percent CAGR) (Figure 23). Both counties experienced less severe pandemic declines in visitor spending than the state and had fully recovered by 2022.

Figure 23 | Visitor Spending Index (2015=100), Riverside and San Bernardino Counties, 2015-2025

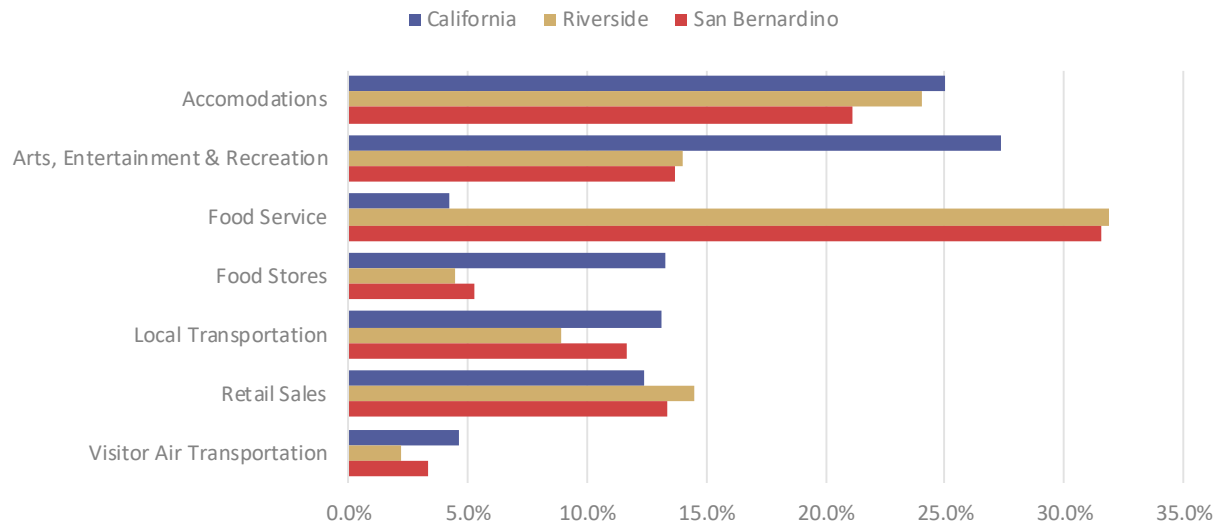


Source: Visit California and Unison Consulting, Inc.

This chart includes all visitors arriving in the region by all modes of transportation.

Figure 24 presents visitor spending distribution by category in 2025. Compared to California, visitors to Riverside and San Bernardino allocate a slightly higher share to retail and a significantly higher share to food service. Meanwhile, visitors to both counties spend slightly less on accommodation, local transportation, and airfare, and substantially less on entertainment and food stores. The concentration of spending in accommodations, food service, retail, and transportation helps explain why accommodations and food services, transportation and warehousing, real estate and rental and leasing, and retail trade receive substantial shares of PSP's employment, income, value added, and output impacts.

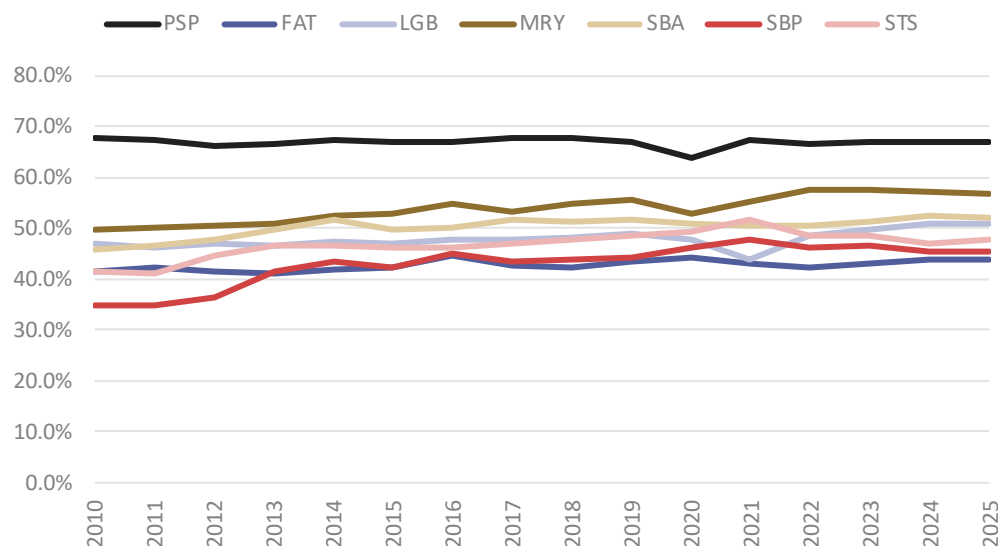
Figure 24 | Visitor Spending Distribution by Category, Riverside and San Bernardino Counties, 2025



Source: Visit California and Unison Consulting, Inc.

Figure 25 highlights PSP's distinctive role in the regional visitor economy. From 2010 through 2025, visitors accounted for an average of 67 percent of PSP enplanements, exceeding the 42 percent to 54 percent range at many other mid- and small-sized airports in California. This comparatively high visitor share means that a large portion of PSP-related spending reflects inflows from outside the region rather than a redistribution of local household spending. It also explains why visitor spending accounts for the largest share of the Airport's total economic impact.

Figure 25 | Visitors' Share of PSP Enplanements, 2010-2025



Source: U.S. Bureau of Transportation Statistics and Unison Consulting, Inc.

Other California airports: FAT (Fresno), LGB (Long Beach), MRY (Monterey), SBA (Santa Barbara), SBP (San Luis Obispo), and STS (Santa Rosa).

3.7 | Summary

The economic indicators presented in this section show that PSP operates within a large and growing regional economy, with an expanding population, output, employment, and household purchasing power. These conditions support demand for aviation services, provide workers and suppliers for Airport-related businesses, and create the local economic linkages through which direct activity generates indirect and induced impacts.

The region's diversified industry base helps retain Airport-related spending, while its concentrations in transportation, trade, construction, and visitor-serving industries influence how PSP's impacts are distributed. Most importantly, the region's substantial tourism economy and PSP's comparatively high visitor share allow the Airport to bring outside spending into Palm Springs, the Coachella Valley, and the broader study region. These relationships provide the economic context for the impact estimates presented in Section 5, where visitor spending is identified as the Airport's largest source of employment, income, value added, and output impacts.

SECTION 4 | ECONOMIC IMPACT ANALYSIS: CONCEPTUAL FRAMEWORK

Airport-related activities generate business revenue, employment, labor income, and value added. They also produce additional effects as Airport-related businesses purchase goods and services from regional suppliers, and workers spend their earnings within the regional economy.

Economic impact analysis measures these direct, indirect, and induced effects within a defined study region. This study uses IMPLAN, an input-output modeling system, to estimate the employment, labor income, value added, and output supported by PSP's airport services, capital outlays, and visitor spending.

4.1 | Measures of Economic Impact

Economic impacts are reported using four economic indicators (Figure 26).⁵

Employment: The number of full-time, part-time, and self-employed positions supported by the economic activity. Employment is measured as jobs rather than full-time-equivalent positions.

Labor income: The sum of employee compensation and proprietor income. Employee compensation includes wages, salaries, benefits, and employer-paid payroll taxes, while proprietor income represents payments received by self-employed individuals and owners of unincorporated businesses.

Value added: The income generated through production, including labor income, other property income, and taxes on production and imports, less subsidies. It represents the difference between industry output and the cost of intermediate inputs.

It is equivalent to the economic activity's contribution to regional GDP.

Output: The broadest measure of economic activity, representing the total value of industry production or sales. Output includes both value added and the cost of intermediate goods and services used in production.⁶

Figure 26 | Measures of Economic Impact



⁵ This report uses IMPLAN's terms and definitions.

⁶ For wholesale and retail industries, output represents the wholesale or retail margin, rather than gross sales.

Airport-related economic activity also generates state and local tax revenues. These revenues help fund public services and infrastructure, but represent transfers of income rather than additional economic impact.

4.2 | Components of Economic Impact

Total economic impact has three components (Figure 27):

Direct Impact: The initial employment, income, value added, and output attributable to Airport services, capital outlays, and visitor spending within the study region.

Indirect Impact: The additional economic activity generated when directly affected businesses purchase goods and services from suppliers within the study region.

Induced Impact: The additional economic activity generated when workers whose employment is supported by direct and indirect activity spend their earnings on household goods and services within the study region.

IMPLAN estimates indirect and induced effects using industry- and region-specific multipliers that trace supply-chain relationships and household spending patterns. Purchases from businesses outside the study region represent economic leakages and do not generate additional regional impacts.

Figure 27 | Economic Impact Components

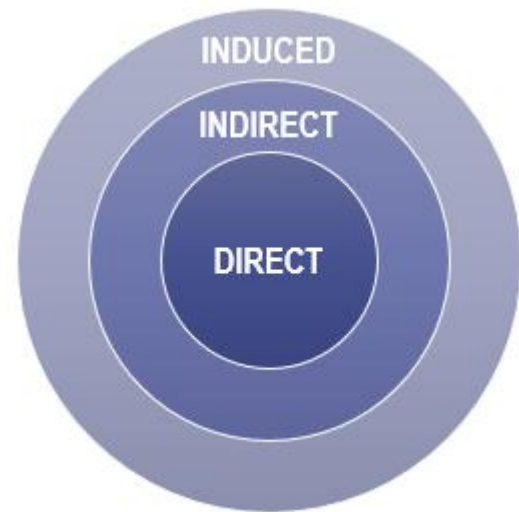
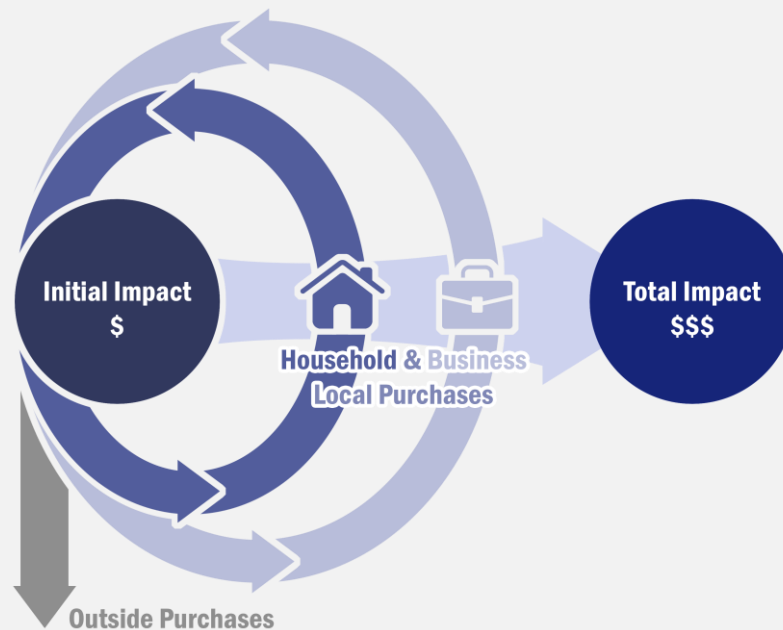


Figure 28 | How Do Multiplier Effects Happen?

An initial purchase generates additional rounds of economic activity when affected businesses purchase goods and services from regional suppliers and pay their workers. Workers spend a portion of their earnings within the region. Purchases made outside the study region represent leakages and do not contribute to the regional multiplier effect.



Source: Unison Consulting, Inc.

4.3 | Defining the Study Region

Multipliers vary by industry and geography. Each region has a distinct mix of industries, supply-chain relationships, employment patterns, and household spending behavior that influences how much spending remains within the regional economy. Broader and more diversified regions generally have larger multipliers because they contain more suppliers and experience fewer spending leakages.

The Riverside-San Bernardino-Ontario MSA, comprising Riverside and San Bernardino Counties, serves as the primary study region. This geography encompasses the principal labor market, supplier base, and visitor economy associated with PSP, while treating spending outside the two counties as leakage. Section 5 separately allocates the estimated regional impacts to the two counties, the Coachella Valley, and the City of Palm Springs.

4.4 | Sources of Airport Economic Impact

Airport economic impacts arise from three principal sources (Figure 29):

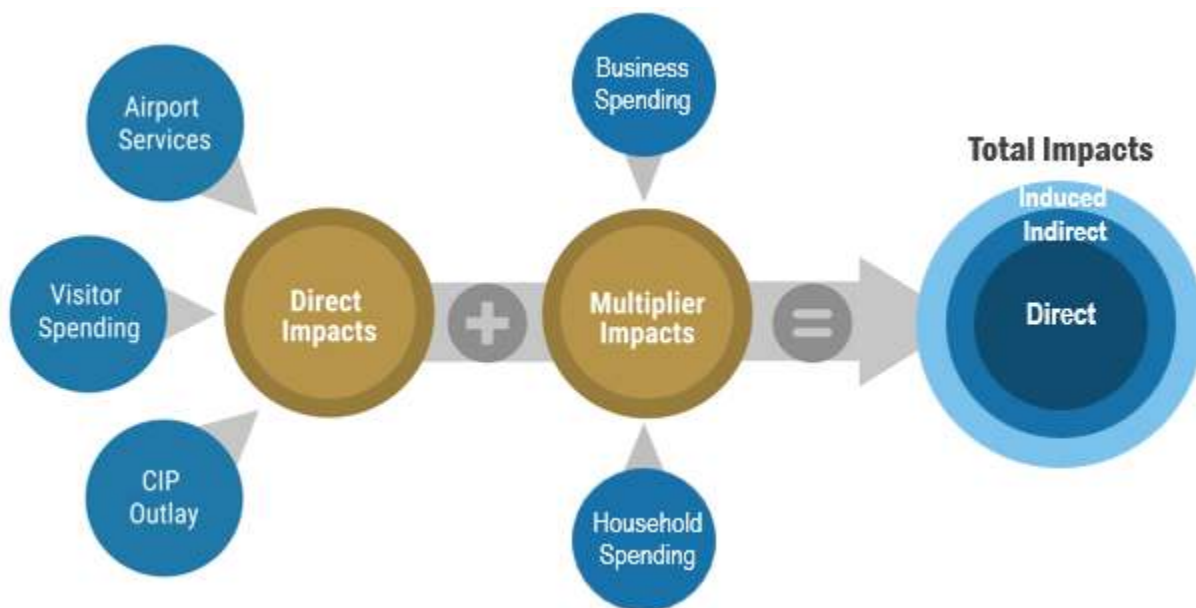
Airport services: Activities of airlines, concessionaires, rental car companies, ground transportation providers, government entities, FBOs, and other entities serving Airport users.

Capital outlays: Airport spending on construction, professional services, equipment, and other capital improvements.

Visitor spending: Off-airport purchases by commercial-service and general aviation visitors who arrive through the Airport.

Together, these categories capture the principal economic activities attributable to the Airport in accordance with FAA guidance and established airport economic-impact practices.^{7,8} The categories are defined to avoid counting the same transaction as both a direct and an indirect impact. Additional information about IMPLAN and its underlying assumptions is provided in Appendix A.

Figure 29 | Sources and Components of Airport Economic Impacts



Source: Unison Consulting, Inc.

⁷ Stewart E. Butler, Volpe National Transportation Center, and Laurence J. Kiernan, Federal Aviation Administration, Estimating the Regional Economic Significance of Airports, September 1992.

⁸ Joakim Karlsson, J. Richard Ludders, Dale Wilde, Darren Mochrie, and Craig Seymour, ACRP Synthesis 7, Airport Economic Impact Methods and Models, Transportation Research Board, Washington, D.C., 2008.

4.5 | Model Inputs

The first step in the analysis is to identify the initial activities attributable to PSP. Depending on the activity, the model inputs consist of revenue, employment, operating expenditures, capital expenditures, or visitor spending. These inputs are assigned to the appropriate IMPLAN industries or government sectors to estimate direct impacts.

The analysis distinguishes initial Airport-related activity from subsequent business-to-business transactions. For example, airline purchases of support services are captured through IMPLAN's indirect effects and are not entered separately as direct activity unless they represent an independently measured final-demand source. This treatment helps avoid double-counting.

Funding source and geographic origin are also considered. Spending supported by visitors, federal agencies, and other sources outside the study region generally represents new economic activity within the region. Airport capital outlays are modeled separately from recurring operations because they represent expenditures for construction, professional services, and equipment. The analysis uses a conservative approach, excluding or adjusting overlapping revenue and spending measures as necessary to avoid overstating impacts.

Table 4 summarizes the principal inputs for airport services and capital outlays. Airport-service inputs are generally based on CY2025 activity, while capital outlays reflect FY2025 expenditures. Below are key operations categories with significant initial final demand contributions:

- Commercial passenger service is the largest airport-services input. The estimated airfare spending of \$461 million was calculated by multiplying the number of visiting passengers by the average airfare. Limiting the calculation to visitors treats airfare spending originating outside the study region as new regional activity and avoids attributing locally funded resident travel to the Airport's economic impact.
- On-airport rental car companies generated \$101.8 million in gross revenue. The analysis attributes this activity entirely to visitors.
- Food & beverage and retail concessions generated \$8.8 million and \$6.9 million, respectively, or over \$15 million in total, in gross sales attributable to visitor purchases.
- PSP incurred \$47.2 million in capital expenditures in FY 2025, including approximately 60 percent allocated to construction and 20 percent each to professional services and equipment purchases. FY2025 spending was used because planned Master Plan improvements indicate that it is more representative of expected near-term capital activity than a historical three-year average.
- Outbound air cargo generated an estimated \$554,000 in airline revenue, calculated using enplaned cargo volume and average air cargo rates. The analysis also includes an estimated freight-forwarder margin of approximately \$222,000, equal to approximately 40 percent of estimated airline cargo revenue.
- General aviation includes 48 FBO jobs and approximately \$440,000 in custom fees.

- Government and related operations include 135 TSA employees, 10 FAA employees, and four employees with the U.S. Department of Agriculture (USDA), U.S. Customs and Border Protection (CBP), and United Service Organizations (USO).

Visitor spending represents purchases within the study region that would generally not have occurred without visitors arriving through PSP. A passenger intercept survey conducted at PSP from December 5 through December 8, 2024, provided estimates of per-traveler spending by category. The survey estimates were adjusted for inflation and applied to estimated CY2025 commercial service and general aviation visitor volumes.

Visitors arriving through the Airport generated an estimated \$1.16 billion in off-airport spending within the study region, including approximately \$1.13 billion by commercial service visitors and \$33.5 million by GA visitors. Accommodation was the largest spending category at approximately \$342 million, followed by food service/restaurants at \$292 million and transportation services at \$213 million (Table 5).

These inputs provide the basis for estimating the direct, indirect, and induced impacts presented in Section 5.

Table 4 | Principal Model Inputs for Airport Services and Capital Outlays

Airport Services Category	Model Inputs	Data Sources
Commercial Passenger Service	Airline Revenue from Passenger Airfare: \$461 million (calculated by multiplying the visiting passenger count by the average airfare)	Airport records BTS
Air Cargo	Airline Revenue from Air Cargo: \$554,000 (calculated by multiplying enplaned cargo by average air cargo rates)	Airport records Carrier records BTS
Freight Forwarding	Freight Forwarder Margin: \$222,000 (40% of estimated airline cargo revenue)	Airport records Industry study
Food & Beverage Concessions	Gross Sales: \$8.8 million (portion attributable to visitor purchases)	Airport records BTS
Retail Concessions	Gross Sales: \$6.9 million (portion attributable to visitor purchases)	Airport records BTS
On-Airport Rental Cars	Gross Revenues: \$101.8 million (based on gross revenue data, attributed entirely to visitors)	Airport records
Government Operations	TSA Employment: 135 positions FAA Employment: 10 positions Other Agencies: 4 employees	TSA FAA Airport records
General Aviation	FBO Employment: 48 jobs Customs Fees: \$440,000	FBO Airport records
Capital Outlays	FY2025 Capital Expenditures: \$47.2 million, allocated as follows: construction (60%), professional services (20%), and equipment purchases (20%)	Airport records

Source: Unison Consulting, Inc.

Table 5 | Visitor Spending by Category

Spending Category	Per Traveler (\$)		Subtotals (\$ M)		
	Commercial Service	General Aviation	Commercial Service	General Aviation	Subtotal
Accommodation	307.01	307.01	332	10	342
Transportation Services	191.14	184.24	207	6	213
Food Service - Restaurants	262.22	262.22	284	8	292
Food & Beverage - Retail	100.47	100.47	109	3	112
Retail Merchandise	74.11	74.11	80	2	83
Entertainment	35.21	35.21	38	1	39
Other Services	71.02	71.02	77	2	79
Total	1,041.18	1,034.27	1,126	34	1,159

Source: Unison Consulting, Inc.

4.6 | Summary

This study measures PSP's economic contribution through four indicators—employment, labor income, value added, and output—and distinguishes among direct, indirect, and induced impacts. Direct impacts arise from Airport services, capital outlays, and visitor spending. Indirect and induced impacts occur as affected businesses purchase from regional suppliers and workers spend their earnings within the Riverside-San Bernardino study region.

The analysis uses CY2025 Airport activity, FY2025 capital outlays, and inflation-adjusted visitor spending estimates as principal model inputs. These inputs are assigned to the appropriate IMPLAN industries and government sectors, with adjustments to avoid double-counting. The resulting estimates presented in Section 5 quantify the economic activity and state and local tax revenues supported by PSP.

SECTION 5 | ECONOMIC IMPACTS OF PALM SPRINGS INTERNATIONAL AIRPORT

This section presents the Airport's estimated economic impacts within the Riverside-San Bernardino study region. Airport services and visitor spending are based on CY2025 activity, while capital outlay impacts reflect FY2025 expenditures. All monetary impacts are expressed in 2026 dollars. The report is structured as follows:

- Section 5.1 presents total impacts by impact component, source, and industry.
- Section 5.2-5.4 present impacts from airport services, capital outlays, and visitor spending, respectively.
- Section 5.5 presents the geographic allocation of impacts.
- Section 5.6 presents the associated state and local tax revenues.

5.1 | Total Economic Impacts

In CY2025, the Airport supported an estimated 16,598 jobs, \$871 million in labor income, \$1.53 billion in value added, and \$2.55 billion in total output within the study region (Table 6). Direct activity accounted for approximately 67 percent to 73 percent of these impacts, depending on the measure, with the remainder generated through regional supply-chain activity and household spending (Figure 30). The resulting multipliers were 1.38 for employment, 1.43 for labor income, 1.48 for value-added, and 1.49 for output.⁹

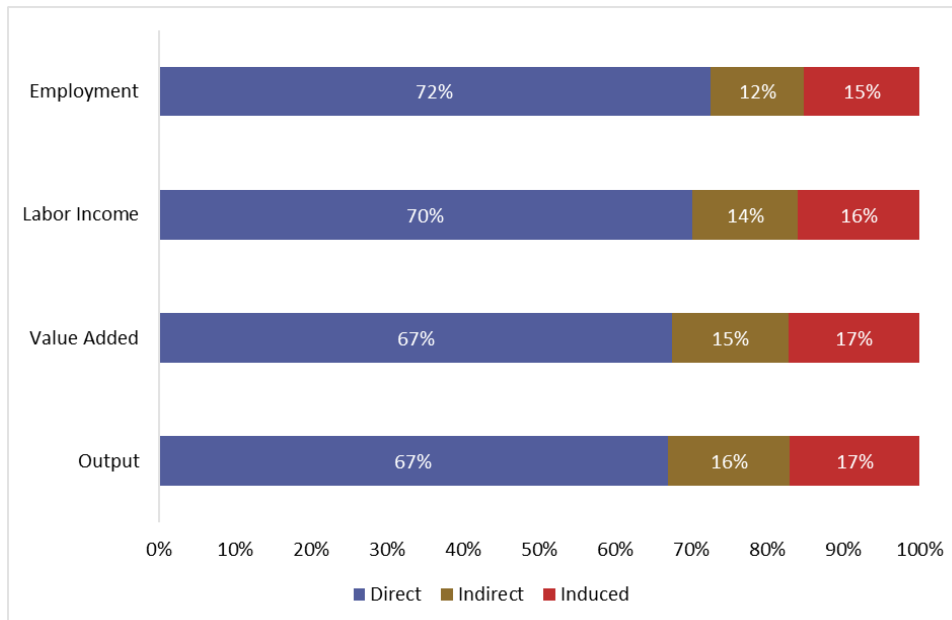
Table 6 | Total Economic Impacts

Component	Employment (jobs)	Labor Income (\$ M)	Value Added (\$ M)	Output (\$ M)
Direct	12,033	611	1,032	1,709
Indirect	2,039	121	233	408
Induced	2,526	139	264	436
Total	16,598	871	1,529	2,554

Source: Unison Consulting, Inc.
Monetary values are in 2026 dollars.

⁹ The overall multiplier for each impact measure is computed by taking total impact and dividing it by direct impact.

Figure 30 | Distribution of Total Economic Impacts by Impact Component



Source: Unison Consulting, Inc.

Table 7 and Figure 31 present economic impacts by source. Visitor spending is the largest source, supporting 10,082 jobs, \$457 million of labor income, \$878 million of value added, and nearly \$1.5 billion in output. Airport services supported 6,223 jobs, \$392 million in labor income, \$617 million in value added, and \$1.01 billion in output. FY2025 capital outlays supported an additional 294 jobs, \$22 million in labor income, \$34 million in value added, and \$59 million in output.

Visitor spending accounted for 52 percent to 61 percent of total impacts, depending on the measure. Airport services accounted for 37 percent to 45 percent, while capital outlays accounted for approximately 2 percent.

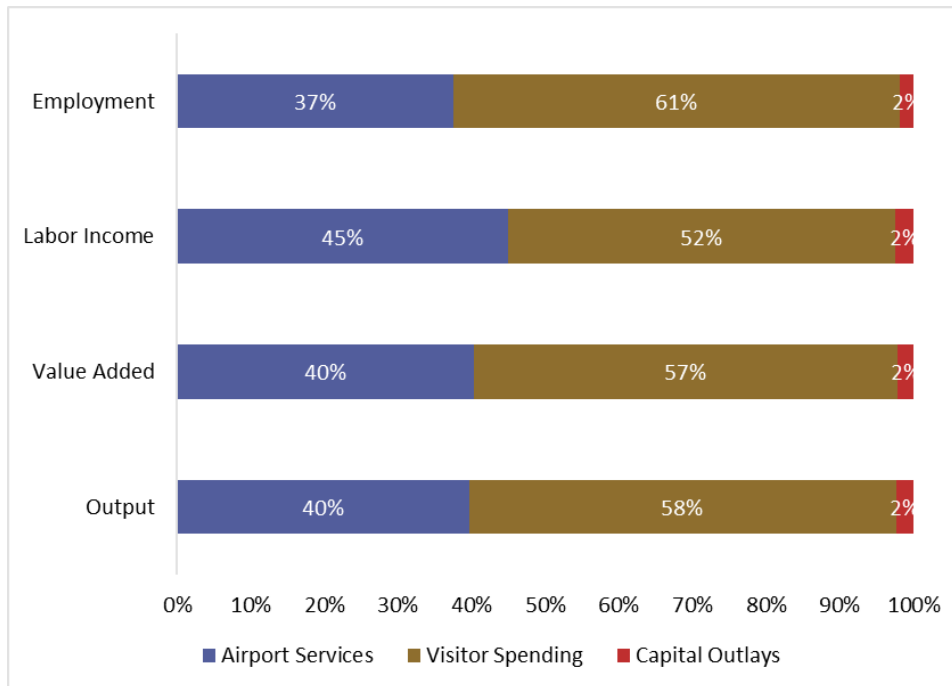
Table 7 | Total Economic Impact by Impact Source

Source	Employment (jobs)	Labor Income (\$ M)	Value Added (\$ M)	Output (\$ M)
Airport Services	6,223	392	617	1,013
Visitor Spending	10,082	457	878	1,481
Capital Outlays	294	22	34	59
Total	16,598	871	1,529	2,554

Source: Unison Consulting, Inc.

Monetary values are in 2026 dollars.

Figure 31 | Distribution of Economic Impacts by Impact Source



Source: Unison Consulting, Inc.

The Airport's economic impacts benefit various industries within the region (Table 8). Accommodation and food services and transportation and warehousing accounted for the largest shares of total impacts by industry, reflecting PSP's role as both a transportation facility and a gateway to the regional visitor economy.

Table 8 | Total Economic Impact by Industry Sector

Industry Sector	Employment (jobs)		Labor Income (\$ M)		Value Added (\$ M)		Output (\$ M)	
	Subtotal	Share	Subtotal	Share	Subtotal	Share	Subtotal	Share
Accommodation and Food Services	5,777	34.8%	225	25.8%	389	25.5%	696	27.3%
Transportation and Warehousing	4,620	27.8%	299	34.4%	372	24.3%	584	22.9%
Real Estate and Rental and Leasing	747	4.5%	34	3.9%	304	19.9%	438	17.2%
Retail Trade	977	5.9%	48	5.5%	106	6.9%	136	5.3%
Other Services (except Public Administration)	1,397	8.4%	64	7.3%	75	4.9%	124	4.8%
Government Enterprises	241	1.4%	31	3.5%	36	2.4%	97	3.8%
Health Care and Social Assistance	584	3.5%	39	4.5%	46	3.0%	74	2.9%
Construction	270	1.6%	26	2.9%	34	2.3%	62	2.4%
Administrative and Support and Waste Management and Remediation Services	560	3.4%	28	3.2%	36	2.3%	61	2.4%
Finance and Insurance	271	1.6%	10	1.2%	19	1.3%	57	2.2%
Wholesale Trade	124	0.7%	12	1.4%	30	1.9%	54	2.1%
Professional, Scientific, and Technical Services	314	1.9%	19	2.1%	26	1.7%	50	2.0%
Arts, Entertainment, and Recreation	454	2.7%	16	1.8%	21	1.4%	49	1.9%
Information	47	0.3%	4	0.5%	9	0.6%	20	0.8%
Management of Companies and Enterprises	103	0.6%	9	1.1%	11	0.7%	20	0.8%
Manufacturing	20	0.1%	2	0.2%	3	0.2%	11	0.4%
Utilities	7	0.0%	1	0.1%	6	0.4%	10	0.4%
Educational Services	76	0.5%	4	0.4%	4	0.3%	8	0.3%
Agriculture, Forestry, Fishing and Hunting	8	0.0%	0	0.0%	1	0.0%	1	0.0%
Mining, Quarrying, and Oil and Gas Extraction	1	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Government	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	16,598	100.0%	871	100.0%	1,529	100.0%	2,554	100.0%

Source: Unison Consulting, Inc.

Results are sorted by output impact.

Monetary values are in 2026 dollars.

5.2 | Airport Services

Airport services include airlines, concessionaires, rental car companies, government agencies, FBOs, and other entities serving airport users. In CY2025, these activities supported 6,223 jobs, \$392 million in labor income, \$617 million in value added, and approximately \$1.01 billion in total economic output. They accounted for approximately 37 percent of PSP's total employment impact, 45 percent of labor income, and 40 percent of both value added and output.

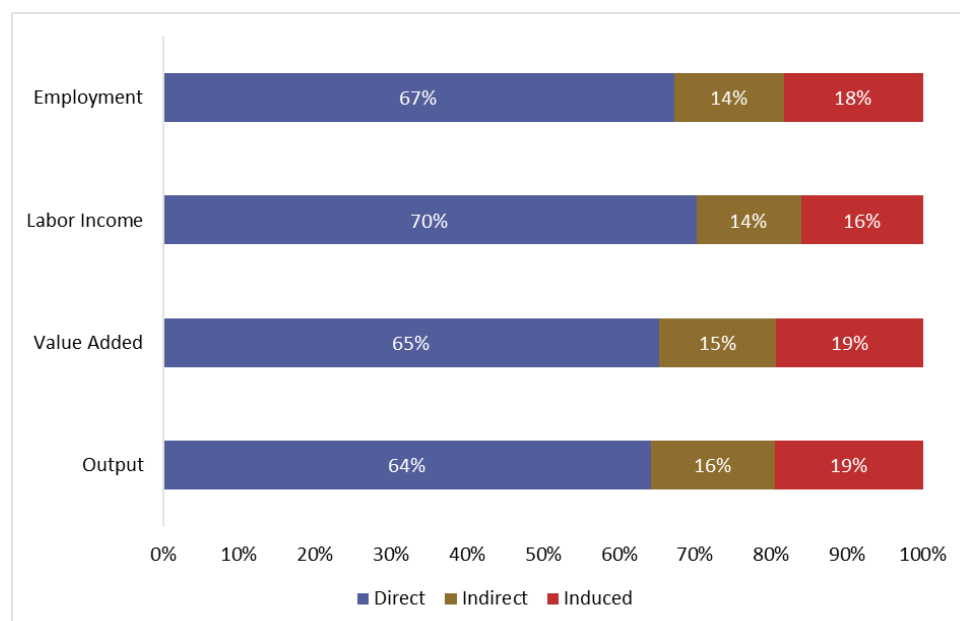
Direct activity accounts for approximately 64 percent to 70 percent of airport services impacts, depending on the measure (Figure 32). The resulting multipliers were 1.49 for employment, 1.42 for labor income, 1.53 for value added, and 1.56 for output (Table 9).

Table 9 | Economic Impacts of PSP Airport Services by Impact Component

Component	Employment (jobs)	Labor Income (\$ M)	Value Added (\$ M)	Output (\$ M)
Direct	4,184	275	403	651
Indirect	898	54	95	165
Induced	1,141	63	119	197
Total	6,223	392	617	1,013

Source: Unison Consulting, Inc.
Monetary values are in 2026 dollars.

Figure 32 | Distribution of Economic Impacts of PSP Airport Services by Impact Component



Source: Unison Consulting, Inc.

Transportation and warehousing accounted for the largest share of airport-services impacts, including approximately 65 percent of employment, 67 percent of labor income, 53 percent of value added, and 50 percent of output. Together with real estate rental and leasing and government enterprises, the sector accounted for approximately 73 percent to 77 percent of airport-services impacts, depending on the measure (Table 10).

Table 10 | Economic Impact of PSP Airport Services by Industry Sector

Industry Sector	Employment (jobs)		Labor Income (\$ M)		Value Added (\$ M)		Output (\$ M)	
	Subtotal	Share	Subtotal	Share	Subtotal	Share	Subtotal	Share
Transportation and Warehousing	4,039	64.9%	262	66.7%	325	52.6%	510	50.4%
Real Estate and Rental and Leasing	299	4.8%	14	3.5%	122	19.7%	176	17.3%
Government Enterprises	185	3.0%	24	6.0%	28	4.5%	74	7.3%
Health Care and Social Assistance	264	4.2%	18	4.5%	21	3.4%	33	3.3%
Retail Trade	217	3.5%	11	2.7%	24	3.8%	30	3.0%
Accommodation and Food Services	251	4.0%	10	2.5%	17	2.7%	30	3.0%
Administrative and Support and Waste Management and Remediation Services	259	4.2%	13	3.3%	17	2.7%	28	2.8%
Finance and Insurance	127	2.0%	5	1.2%	9	1.5%	27	2.6%
Wholesale Trade	47	0.8%	5	1.2%	11	1.8%	21	2.0%
Other Services (except Public Administration)	230	3.7%	11	2.7%	12	2.0%	20	2.0%
Construction	84	1.4%	8	2.0%	11	1.7%	19	1.9%
Professional, Scientific, and Technical Services	87	1.4%	5	1.3%	7	1.2%	14	1.4%
Management of Companies and Enterprises	42	0.7%	4	1.0%	4	0.7%	8	0.8%
Information	16	0.3%	1	0.3%	3	0.5%	7	0.7%
Manufacturing	7	0.1%	1	0.2%	1	0.2%	4	0.4%
Utilities	2	0.0%	0	0.1%	2	0.4%	4	0.3%
Arts, Entertainment, and Recreation	31	0.5%	1	0.3%	1	0.2%	3	0.3%
Educational Services	33	0.5%	2	0.4%	2	0.3%	3	0.3%
Agriculture, Forestry, Fishing and Hunting	2	0.0%	0	0.0%	0	0.0%	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Government	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	6,223	100.0%	392	100.0%	617	100.0%	1,013	100.0%

Source: Unison Consulting, Inc.

Results are sorted by output impact.

Monetary values are in 2026 dollars.

Commercial passenger service was the largest airport-services category, supporting 5,220 jobs, \$326 million in labor income, \$458 million in value added, and \$736 million in output. On-airport rental car activity was the second-largest category by value added and output, supporting 345 jobs, \$17 million in labor income, \$89 million in value added, and \$134 million in output. Government and related employment supported 368 jobs, \$33 million in labor income, \$46 million in value added, and \$101 million in output (Table 11).

Table 11 | Economic Impact by Airport Operations Category

Category	Employment (jobs)	Labor Income (\$ M)	Value Added (\$ M)	Output (\$ M)
Commercial Service	5,220	326	458	736
Rental Cars	345	17	89	134
Government Employment	368	33	46	101
Concessions	191	10	16	28
General Aviation	71	5	6	10
Ground Transportation	18	1	2	3
Cargo	9	1	1	1
Total	6,223	392	617	1,013

Source: Unison Consulting, Inc.
Results are sorted by output impact.
Monetary values are in 2026 dollars.

5.3 | Capital Outlays

Airport capital expenditures vary annually with the timing of major construction projects, equipment purchases, and other improvements. PSP incurred approximately \$47.2 million in capital expenditures in FY2025.^{10,11} This amount was used because the Airport's planned Master Plan improvements indicate that FY2025 activity is more representative of near-term capital spending than a historical average.

FY2025 capital outlays supported 294 jobs, generated approximately \$22 million in labor income and \$34 million in value added, and produced \$59 million in total output (Table 12). Direct activity accounted for approximately 64 percent to 72 percent of these impacts, depending on the measure. The resulting multipliers were 1.57 for employment, 1.39 for labor income, 1.54 for value added, and 1.49 for output (Figure 33).

¹⁰ Palm Springs International Airport, "City Council Unanimously Approves Airport Master Plan Concept," <https://flypsp.com/city-council-unanimously-approves-airport-master-plan-concept/>.

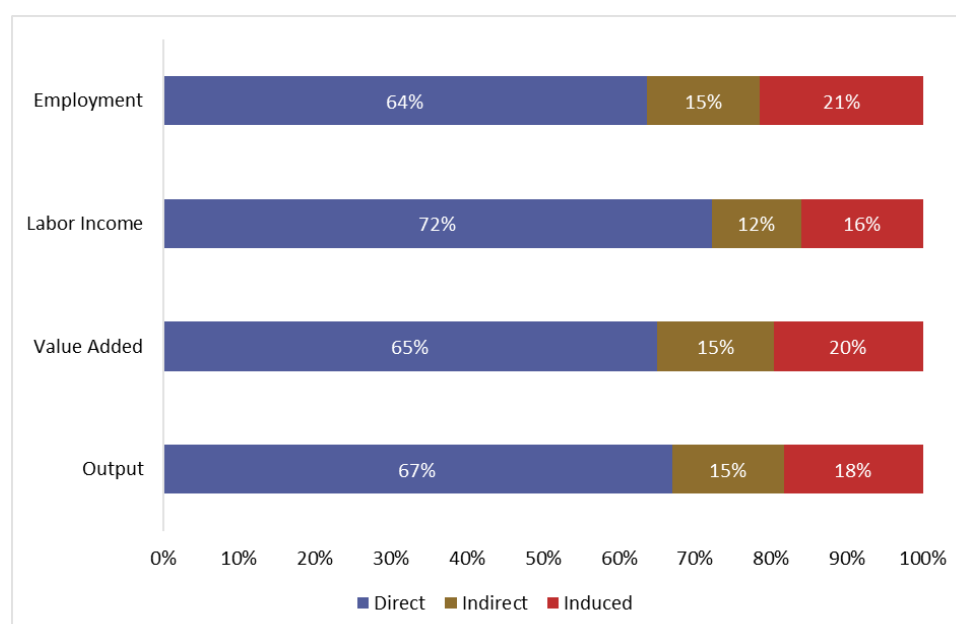
¹¹ Capital expenditures are reported to the FAA on a fiscal year basis; for that reason, FY2025 spending is used instead of CY2025.

Table 12 | Economic Impact of Capital Outlays by Impact Component

Component	Employment (jobs)	Labor Income (\$ M)	Value Added (\$ M)	Output (\$ M)
Direct	187	16	22	40
Indirect	44	3	5	9
Induced	63	3	7	11
Total	294	22	34	59

Source: Unison Consulting, Inc.
Monetary values are in 2026 dollars.

Figure 33 | Distribution of Economic Impact of Capital Outlays by Impact Component



Source: Unison Consulting, Inc.

Construction generated the largest share of capital-outlay impacts, followed by professional, scientific, and technical services and wholesale trade. Together, these three sectors accounted for approximately 69 percent of employment impacts, 77 percent of all labor income impacts, 71 percent of value added impacts, and 73 percent of output impacts (Table 13).

Table 13 | Economic Impact of Capital Outlays by Industry Sector

Industry Sector	Employment (jobs)		Labor Income (\$ K)		Value Added (\$ K)		Output (\$ K)	
	Subtotal	Share	Subtotal	Share	Subtotal	Share	Subtotal	Share
Construction	124	42.4%	11,840	54.6%	15,874	47.3%	28,586	48.0%
Professional, Scientific, and Technical Services	68	23.0%	3,986	18.4%	5,673	16.9%	10,854	18.2%
Wholesale Trade	9	3.2%	921	4.2%	2,243	6.7%	4,118	6.9%
Real Estate and Rental and Leasing	7	2.3%	308	1.4%	2,729	8.1%	3,938	6.6%
Retail Trade	18	6.0%	870	4.0%	1,917	5.7%	2,461	4.1%
Administrative and Support and Waste Management and Remediation Services	11	3.9%	566	2.6%	731	2.2%	1,247	2.1%
Health Care and Social Assistance	15	5.0%	976	4.5%	1,150	3.4%	1,846	3.1%
Transportation and Warehousing	9	3.0%	563	2.6%	699	2.1%	1,098	1.8%
Finance and Insurance	4	1.5%	167	0.8%	312	0.9%	922	1.5%
Accommodation and Food Services	10	3.4%	388	1.8%	673	2.0%	1,203	2.0%
Manufacturing	1	0.3%	71	0.3%	126	0.4%	431	0.7%
Other Services (except Public Administration)	10	3.5%	474	2.2%	553	1.6%	917	1.5%
Government Enterprises	2	0.5%	198	0.9%	234	0.7%	623	1.0%
Information	1	0.4%	93	0.4%	209	0.6%	474	0.8%
Management of Companies and Enterprises	1	0.4%	100	0.5%	117	0.3%	220	0.4%
Arts, Entertainment, and Recreation	2	0.6%	61	0.3%	82	0.2%	191	0.3%
Utilities	0	0.0%	18	0.1%	94	0.3%	150	0.3%
Educational Services	2	0.6%	92	0.4%	107	0.3%	180	0.3%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	5	0.0%	10	0.0%	20	0.0%
Agriculture, Forestry, Fishing and Hunting	0	0.0%	7	0.0%	9	0.0%	18	0.0%
Total	294	100.0%	21,702	100.0%	33,541	100.0%	59,495	100.0%

Source: Unison Consulting, Inc.

Results are sorted by output impact.

Monetary values are in 2026 dollars.

5.4 | Visitor Spending

Visitor spending was the largest source of the Airport's economic impact. Approximately \$1.1 billion in local spending by commercial-service and GA visitors supported 10,082 jobs, \$457 million in labor income, \$878 million in value added, and \$1.5 billion in total output in CY2025 (Table 14). These impacts represented 61 percent of PSP's total employment impact, 52 percent of labor income, 57 percent of value added, and 58 percent of output.

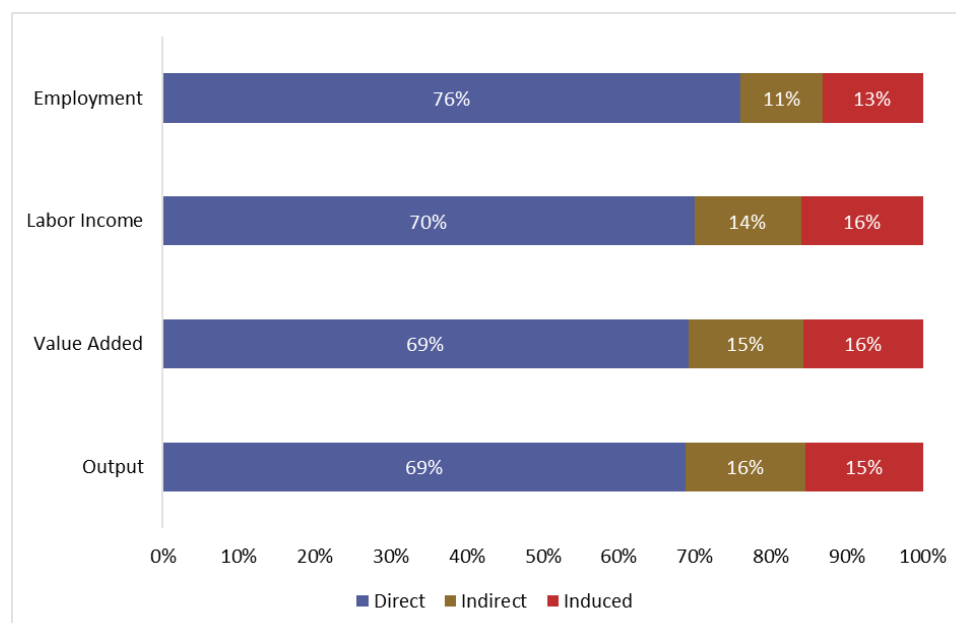
Direct visitor-spending activity accounted for approximately 69 percent to 76 percent of total impacts, depending on the measure. The resulting multipliers were 1.32 for employment, 1.43 for labor income, 1.45 for both value added and output (Figure 34).

Table 14 | Economic Impact of Visitor Spending by Impact Component

Component	Employment (jobs)	Labor Income (\$ M)	Value Added (\$ M)	Output (\$ M)
Direct	7,662	320	607	1,019
Indirect	1,098	65	133	234
Induced	1,322	73	138	228
Total	10,082	457	878	1,481

Source: Unison Consulting, Inc.
Monetary values are in 2026 dollars.

Figure 34 | Distribution of Economic Impact of Visitor Spending by Impact Component



Source: Unison Consulting, Inc.

Accommodation and food services accounted for the largest visitor-spending impacts, followed by real estate rental and leasing, and retail trade. Together, these three sectors accounted for 66

percent of total employment, 59 percent of labor income, 72 percent of value added, and 69 percent of output (Table 15). This distribution reflects visitor expenditures on lodging, restaurants, retail purchases, and related services.

Table 15 | Impact of Visitor Spending by Industry Sector

Industry Sector	Employment (jobs)		Labor Income (\$ M)		Value Added (\$ M)		Output (\$ M)	
	Subtotal	Share	Subtotal	Share	Subtotal	Share	Subtotal	Share
Accommodation and Food Services	5,517	54.7%	214	46.9%	372	42.3%	665	44.9%
Real Estate and Rental and Leasing	441	4.4%	20	4.4%	179	20.4%	259	17.5%
Retail Trade	742	7.4%	37	8.0%	80	9.2%	103	7.0%
Other Services (except Public Administration)	1,157	11.5%	53	11.6%	62	7.0%	102	6.9%
Transportation and Warehousing	573	5.7%	37	8.1%	46	5.2%	72	4.9%
Arts, Entertainment, and Recreation	421	4.2%	15	3.2%	20	2.2%	46	3.1%
Health Care and Social Assistance	306	3.0%	21	4.5%	24	2.8%	39	2.6%
Administrative and Support and Waste Management and Remediation Services	290	2.9%	14	3.1%	19	2.1%	32	2.1%
Wholesale Trade	68	0.7%	7	1.5%	16	1.8%	30	2.0%
Finance and Insurance	139	1.4%	5	1.2%	10	1.1%	29	2.0%
Professional, Scientific, and Technical Services	160	1.6%	9	2.1%	13	1.5%	26	1.7%
Government Enterprises	54	0.5%	7	1.5%	8	0.9%	22	1.5%
Construction	61	0.6%	6	1.3%	8	0.9%	14	1.0%
Information	30	0.3%	3	0.6%	6	0.7%	13	0.9%
Management of Companies and Enterprises	61	0.6%	5	1.2%	6	0.7%	12	0.8%
Utilities	4	0.0%	1	0.2%	4	0.5%	7	0.4%
Manufacturing	12	0.1%	1	0.2%	2	0.2%	7	0.4%
Educational Services	41	0.4%	2	0.5%	2	0.3%	4	0.3%
Agriculture, Forestry, Fishing and Hunting	6	0.1%	0	0.1%	0	0.0%	1	0.1%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	10,082	100.0%	457	100.0%	878	100.0%	1,481	100.0%

Source: Unison Consulting, Inc.

Results are sorted by output impact.

Monetary values are in 2026 dollars.

5.5 | Geographic Allocation of Economic Impacts

IMPLAN estimates PSP's economic impacts for the two-county study region. To show how these impacts are distributed geographically, the regional results were allocated between Riverside and San Bernardino Counties and, within Riverside County, among the City of Palm Springs, the rest of the Coachella Valley, and the rest of the county. These allocations are reasonable estimates rather than precise measures of activity within each jurisdiction.

Approximately 98.6 percent of PSP's estimated impacts occurred in Riverside County, where the Airport and most visitor activity are located. San Bernardino County accounted for the remaining 1.4 percent (Table 16).

Table 16 | Allocation of Economic Impacts: Riverside and San Bernardino Counties, 2025

County	Employment (jobs)		Labor Income (\$ M)		Value Added (\$ M)		Output (\$ M)	
	Subtotal	Share	Subtotal	Share	Subtotal	Share	Subtotal	Share
Riverside	16,367	98.6%	858	98.5%	1,507	98.6%	2,517	98.6%
San Bernardino	232	1.4%	13	1.5%	22	1.4%	37	1.4%
Total	16,598	100.0%	871	100.0%	1,529	100.0%	2,554	100.0%

Source: Unison Consulting, Inc.

Monetary values are in 2026 dollars.

Within Riverside County, impacts are further allocated to the City of Palm Springs and the Coachella Valley using a sub-regional allocation model that integrates data sources, including the proximity of regional population centers to the Airport, regional employment patterns, and industry-sector data. Direct impacts from airport services and capital outlays were assigned to the City of Palm Springs because these activities occur at PSP. Associated indirect and induced impacts were allocated based on regional employment patterns and proximity to the Airport. Most visitors using the Airport stay and spend in the Coachella Valley. Based on a distance-based model, approximately 96 percent of visitor spending was allocated to the Coachella Valley, with approximately 22 percent allocated to the City of Palm Springs.

PSP supported approximately 8,500 jobs, \$491 million in labor income, \$793 million in value added, and \$1.32 billion in output in Palm Springs. The rest of the Coachella Valley accounted for approximately 7,600 jobs, \$352 million in labor income, \$690 million in value added, and \$1.16 billion in output (Table 17).

Table 17 | Allocation of Economic Impacts: Coachella Valley and City of Palm Springs, 2025

Region	Employment (jobs)		Labor Income (\$ M)		Value Added (\$ M)		Output (\$ M)	
	Subtotal	Share	Subtotal	Share	Subtotal	Share	Subtotal	Share
Coachella Valley	16,105	97.0%	843	96.8%	1,483	97.0%	2,475	96.9%
City of Palm Springs	8,482	51.1%	491	56.4%	793	51.9%	1,320	51.7%
Rest of Coachella Valley	7,623	45.9%	352	40.4%	690	45.1%	1,155	45.2%
Rest of Riverside County	262	1.6%	14	1.7%	24	1.6%	42	1.6%
San Bernardino County	232	1.4%	13	1.5%	22	1.4%	37	1.4%
Total	16,598	100.0%	871	100.0%	1,529	100.0%	2,554	100.0%

Source: Unison Consulting, Inc.

Monetary values are in 2026 dollars.

5.6 | State and Local Tax Revenues

Airport-supported economic activity generated an estimated \$175 million in state and local tax revenues. These revenues represent fiscal effects associated with the economic activity rather than additional economic impacts. The total included approximately \$103 million in state tax revenue, \$20 million in county tax revenue, and \$53 million in sub-county tax revenue (Table 18).

Table 18 | State and Local Tax Revenue Generation by Jurisdiction

Jurisdiction	Tax Revenue (\$ M)
State	103
Local	73
County	20
Sub-County Special Districts	26
Sub-County General	27
Total	175

Source: Unison Consulting, Inc.

5.6.1 | State and Local Tax Revenue by Impact Source, Tax Category, and Jurisdiction

Visitor spending generated approximately \$124.4 million, or 71 percent, of total state and local tax revenues. Airport services generated \$47.7 million, and capital outlays generated \$3.2 million (Table 19). By category, the largest revenue sources were sales taxes at \$64.3 million, property taxes at \$48.2 million, personal income taxes at \$25.7 million, and corporate profits taxes at \$14.8 million (Table 20). Table 21 through Table 23 provide additional detail by impact source.

Table 19 | State and Local Tax Revenue Generation, by Impact Source and Jurisdiction

Jurisdiction	Tax Revenue (\$ M)		
	Airport Services	Visitor Spending	Capital Outlays
State	31.9	68.9	2.0
Local	15.8	55.6	1.2
County	4.4	15.4	0.3
Sub-County Special Districts	5.6	19.7	0.4
Sub-County General	5.8	20.5	0.4
Total	47.7	124.4	3.2

Source: Unison Consulting, Inc.

Monetary values are in 2026 dollars.

Table 20 | State and Local Tax Revenue Generation, by Tax Category and Jurisdiction

Description	State (\$ K)	County (\$ K)	Sub-County (\$ K)		Total
			Special Districts	General	
Social Insurance Tax - Employee Contribution	2,225	0	0	0	2,225
Social Insurance Tax - Employer Contribution	1,925	0	0	0	1,925
TOPI: Sales Tax	47,261	979	3,395	12,726	64,361
TOPI: Property Tax	1,781	17,638	20,467	8,281	48,166
TOPI: Motor Vehicle License	1,540	0	5	0	1,546
TOPI: Severance Tax	61	0	0	0	61
TOPI: Other Taxes	6,349	572	193	3,704	10,819
TOPI: Special Assessments	0	816	1,416	1,918	4,150
OPI: Corporate Profits Tax	14,784	0	0	0	14,784
Personal Tax: Income Tax	25,691	0	0	0	25,691
Personal Tax: Motor Vehicle License	951	0	3	0	954
Personal Tax: Property Taxes	20	193	230	89	532
Personal Tax: Other Tax (Fish/Hunt)	121	0	0	0	121
Total	102,708	20,198	25,709	26,719	175,334

Source: Unison Consulting, Inc.
Monetary values are in 2026 dollars.

Table 21 | Airport Services State and Local Tax Revenue Generation, by Tax Category and Jurisdiction

Description	State (\$ K)	County (\$ K)	Sub-County (\$ K)		Total
			Special Districts	General	
Social Insurance Tax - Employee Contribution	997	0	0	0	997
Social Insurance Tax - Employer Contribution	863	0	0	0	863
TOPI: Sales Tax	10,219	212	734	2,752	13,917
TOPI: Property Tax	385	3,814	4,426	1,791	10,415
TOPI: Motor Vehicle License	333	0	1	0	334
TOPI: Severance Tax	13	0	0	0	13
TOPI: Other Taxes	1,373	124	42	801	2,339
TOPI: Special Assessments	0	176	306	415	897
OPI: Corporate Profits Tax	5,558	0	0	0	5,558
Personal Tax: Income Tax	11,619	0	0	0	11,619
Personal Tax: Motor Vehicle License	429	0	1	0	431
Personal Tax: Property Taxes	9	87	104	40	240
Personal Tax: Other Tax (Fish/Hunt)	55	0	0	0	55
Total	31,854	4,413	5,614	5,798	47,679

Source: Unison Consulting, Inc.
Monetary values are in 2026 dollars.

Table 22 | Capital Outlays State and Local Tax Revenue Generation, by Tax Category and Jurisdiction

Description	State (\$ K)	County (\$ K)	Sub-County (\$ K)		Total
			Special Districts	General	
Social Insurance Tax - Employee Contribution	54	0	0	0	54
Social Insurance Tax - Employer Contribution	46	0	0	0	46
TOPI: Sales Tax	789	16	57	212	1,074
TOPI: Property Tax	30	294	342	138	804
TOPI: Motor Vehicle License	26	0	0	0	26
TOPI: Severance Tax	1	0	0	0	1
TOPI: Other Taxes	106	10	3	62	181
TOPI: Special Assessments	0	14	24	32	69
OPI: Corporate Profits Tax	270	0	0	0	270
Personal Tax: Income Tax	642	0	0	0	642
Personal Tax: Motor Vehicle License	24	0	0	0	24
Personal Tax: Property Taxes	0	5	6	2	13
Personal Tax: Other Tax (Fish/Hunt)	3	0	0	0	3
Total	1,991	339	431	447	3,207

Source: Unison Consulting, Inc.

Monetary values are in 2026 dollars.

Table 23 | Visitor Spending Tax Revenue Generation, by Tax Category and Jurisdiction

Description	State (\$ K)	County (\$ K)	Sub-County (\$ K)		Total
			Special Districts	General	
Social Insurance Tax - Employee Contribution	1,174	0	0	0	1,174
Social Insurance Tax - Employer Contribution	1,016	0	0	0	1,016
TOPI: Sales Tax	36,253	751	2,604	9,762	49,370
TOPI: Property Tax	1,366	13,530	15,700	6,352	36,947
TOPI: Motor Vehicle License	1,181	0	4	0	1,186
TOPI: Severance Tax	47	0	0	0	47
TOPI: Other Taxes	4,870	439	148	2,841	8,299
TOPI: Special Assessments	0	626	1,086	1,471	3,184
OPI: Corporate Profits Tax	8,955	0	0	0	8,955
Personal Tax: Income Tax	13,430	0	0	0	13,430
Personal Tax: Motor Vehicle License	498	0	2	0	500
Personal Tax: Property Taxes	10	101	120	47	278
Personal Tax: Other Tax (Fish/Hunt)	63	0	0	0	63
Total	68,863	15,446	19,664	20,474	124,448

Source: Unison Consulting, Inc.

Monetary values are in 2026 dollars.

5.6.2 | Geographic Allocations of State and Local Tax Revenue

Table 24 and Table 25 allocate the estimated tax revenues according to the geographic distribution of value added. Approximately \$172.4 million was associated with activity in Riverside County,

including \$169.1 million in the Coachella Valley and \$72.7 million in the City of Palm Springs. The remaining \$2.9 million was associated with activity in San Bernardino County. Detailed allocations by tax category are provided in Appendix C.

Table 24 | State and Local Tax Generation by County, Impact Source, and Jurisdiction

County	State (\$ K)	County (\$ K)	Sub-County (\$ K)		Total
			Special Districts	General	
Airport Services and Capital Outlays					
Riverside	33,481	4,678	6,148	5,951	50,259
San Bernardino	363	73	97	93	627
Visitor Spending					
Riverside	67,594	15,165	20,101	19,306	122,167
San Bernardino	1,269	281	373	358	2,281
County Subtotals					
Riverside	101,076	19,843	26,249	25,258	172,426
San Bernardino	1,632	355	470	451	2,908
Grand Total	102,708	20,198	26,719	25,709	175,334

Source: Unison Consulting, Inc.

Monetary values are in 2026 dollars.

Table 25 | State and Local Tax Generation by Subregion, Impact Source, and Jurisdiction

Region	State (\$ K)	County (\$ K)	Sub-County (\$ K)		Total
			Special Districts	General	
Airport Services and Capital Outlays					
Coachella Valley	33,016	4,583	6,022	5,830	49,451
City of Palm Springs	30,638	4,092	5,372	5,206	45,309
Rest of Coachella Valley	2,378	491	649	624	4,142
Rest of Riverside County	465	95	126	121	808
San Bernardino County	363	73	97	93	627
Visitor Spending					
Coachella Valley	66,214	14,859	19,695	18,916	119,684
City of Palm Springs	15,062	3,435	4,554	4,373	27,423
Rest of Coachella Valley	51,152	11,424	15,141	14,543	92,261
Rest of Riverside County	1,380	306	406	390	2,483
San Bernardino County	1,269	281	373	358	2,281
Regional Subtotals					
Coachella Valley	99,230	19,442	25,717	24,746	169,135
City of Palm Springs	45,700	7,527	9,926	9,579	72,732
Rest of Coachella Valley	53,530	11,914	15,791	15,168	96,403
Rest of Riverside County	1,845	402	532	511	3,291
San Bernardino County	1,632	355	470	451	2,908
Grand Total	102,708	20,198	26,719	25,709	175,334

Source: Unison Consulting, Inc.

Monetary values are in 2026 dollars.

5.7 | Summary

In CY2025, PSP supported an estimated 16,598 jobs, \$871 million in labor income, \$1.5 billion in value added, and nearly \$2.6 billion in total output within the Riverside-San Bernardino study region. The associated economic activity generated approximately \$175 million in state and local tax revenues.

Visitor spending was the largest source of impact, accounting for 52 percent to 61 percent of the total, depending on the measure. Airport services accounted for 37 percent to 45 percent, while FY2025 capital outlays accounted for approximately 2 percent. Commercial passenger service was the largest airport-services category, and accommodation and food services and transportation and warehousing were the industries receiving the largest overall impacts.

The impacts were concentrated geographically in Riverside County, which accounted for approximately 98.6 percent of the regional total. Approximately 97 percent occurred within the Coachella Valley, including more than half in the City of Palm Springs. These results reflect PSP's combined role as a transportation facility, regional employer, purchaser of goods and services, and gateway for visitor spending.

APPENDIX A | METHODOLOGY SUPPLEMENT

IMPLAN is an input-output modeling system widely used to estimate regional economic impacts. It traces relationships among industries, households, and government institutions to estimate how an initial change in economic activity affects employment, labor income, value added, and output within a defined study region. The results are estimates based on model relationships and study-specific inputs; they are not forecasts of future economic activity.

This appendix summarizes the multipliers used in the analysis and the principal assumptions and limitations underlying the IMPLAN model.

IMPLAN Multipliers

IMPLAN combines an input-output model with a social accounting matrix (SAM) to estimate the additional activity generated by direct economic impacts. This study uses two principal multiplier concepts:

- **Type I Multiplier** = (Direct Impact + Indirect Impact) / (Direct Impact). This multiplier captures supply-chain effects generated when directly affected businesses purchase goods and services from other businesses within the study region.
- **Type SAM Multiplier** = (Direct Impact + Indirect Impact + Induced Impact) / (Direct Impact). This multiplier also captures household spending by workers whose employment is supported by direct and indirect activity.¹²

Multiplier effects occur only when purchases are made within the study region. Purchases from businesses outside the study region represent economic leakages and do not generate additional impacts within the modeled region.

IMPLAN Assumptions and Limitations

IMPLAN's input-output and social accounting models rely on several simplifying assumptions:

- **Linear production relationships:** Input requirements change in direct proportion to output. For example, a 10 percent increase in production is assumed to require a 10 percent increase in inputs.
- **Fixed production structure:** Businesses are assumed to use a fixed combination of labor, materials, and services. The model does not account for substitution among inputs in response to changes in prices or availability.

¹² Angela Slovachek, "Economic Effects & Multipliers," IMPLAN Support References, September 20, 2023, <https://support.implan.com/hc/en-us/articles/18944332362523-Economic-Effects-Multipliers>.

- **Industry homogeneity:** Businesses within an industry are assumed to use similar production technologies and input structures. Each industry is also assumed to maintain a consistent mix of products as output changes.
- **No explicit supply constraints:** The model assumes that the labor, materials, and other inputs required to meet additional demand are available. It does not explicitly model shortages, capacity constraints, or resulting price increases.
- **Fixed prices and economic relationships:** The model is static and does not account for price changes, behavioral responses, technological change, policy changes, or broader general-equilibrium effects.
- **Backward supply-chain linkages:** Indirect effects reflect purchases from upstream suppliers. The model does not automatically capture broader benefits such as improved connectivity, increased productivity, business attraction, or changes in land value.
- **No explicit timing of impacts:** The model estimates the economic activity associated with the study inputs but does not identify when each round of indirect or induced spending occurs. In practice, these effects may develop over time.
- **Dependence on study inputs and geography:** Results depend on the accuracy of the activity, spending, employment, and revenue inputs and on the definition of the study region. A broader region generally captures more supplier and household spending, thereby producing larger multipliers.¹³

These assumptions are standard in input-output analysis but should be considered when interpreting the results. The estimates measure the economic activity supported by PSP under the specified study conditions and should not be interpreted as precise predictions or as measures of every broader economic benefit associated with the Airport.

¹³ Candi Clouse, "IMPLAN Report Toolkit," March 13, 2020, IMPLAN Support References, <https://support.implan.com/hc/en-us/articles/360044985833-IMPLAN-Report-Toolkit>.

APPENDIX B | COMPARISON OF RESULTS, CY2025 VS. FY2024

Table 26 and Table 27 compare the economic impacts estimated from CY2025 activity with results based on FY2024 activity. The comparison should be interpreted with some caution because the two estimates reflect different activity periods, visitor shares, capital spending levels, and economic relationships within the model.

Total labor income increased from \$864 million in FY2024 to \$871 million in CY2025. Value added increased from \$1.48 billion to \$1.53 billion, and output increased from \$2.46 billion to \$2.55 billion. Total employment, however, decreased from 18,377 to 16,598 jobs. Estimated state and local tax revenues increased from approximately \$172 million to \$175 million.

One factor contributing to the lower employment impact was a decline in the estimated number of visitors. PSP recorded approximately 1.65 million in CY2025, compared with 1.63 million in FY2024. However, the estimated share of passengers originating their trips from PSP increased from 32 percent to nearly 35 percent. Consequently, the estimated visitor share declined, more than offsetting the increase in total enplanements. Lower visitor counts reduced estimated visitor spending and associated airport-services activity. Visitor-spending impacts declined from 11,126 to 10,082 jobs and from \$1.50 billion to \$1.48 billion in output.

Changes in capital spending partially offset these reductions. Capital-outlay impacts increased from 29 jobs and \$5 million in output in FY2024 to 294 jobs and \$59 million in output in CY2025. This increase reflects the substantially higher level of capital expenditures included in the CY2025 analysis.

Updated model relationships also contributed to the lower estimated employment impact. In FY2024, each \$1 million in direct output led to 11.17 jobs compared with 9.71 jobs in CY2025. Thus, although direct output increased from approximately \$1.65 billion in FY2024 to \$1.71 billion in CY2025, the estimated number of direct jobs declined. This change reflects differences in the industry composition of activity and employment-to-output relationships in the model. They should not be interpreted solely as a direct measure of productivity growth at PSP, although nationally, worker productivity has increased over time.¹⁴ When productivity increases, fewer workers are needed to produce the same level of output. Overall employment multipliers remained close at 1.36 in FY2024 and 1.38 in CY2025.

Labor income did not decline in proportion to employment. Average labor income per job created increased from approximately \$47,000 in FY2024 to \$52,500 in CY2025. The increase occurred across the three impact sources: airport services increased from approximately \$53,300 to \$63,000 per job; visitor spending increased from approximately \$42,900 to \$45,300 per job; and capital outlays increased from approximately \$62,300 to \$73,900 per job. These changes reflect differences in compensation, industry mix, and model relationships between the two analyses.

¹⁴ Bureau of Labor Statistics, "Productivity," <https://www.bls.gov/productivity/>

Table 26 | Comparison of Economic Impact by Impact Source, FY2024 and CY2025

Description	This Report (CY2025)	FY2024
Total Impacts		
Employment (jobs)	16,598	18,377
Labor Income (\$ M)	871	864
Value Added (\$ M)	1,529	1,478
Output (\$ M)	2,554	2,456
Airport Services		
Employment (jobs)	6,223	7,223
Labor Income (\$ M)	392	385
Value Added (\$ M)	617	586
Output (\$ M)	1,013	956
Visitor Spending		
Employment (jobs)	10,082	11,126
Labor Income (\$ M)	457	477
Value Added (\$ M)	878	889
Output (\$ M)	1,481	1,495
Capital Outlays		
Employment (jobs)	294	29
Labor Income (\$ M)	22	2
Value Added (\$ M)	34	3
Output (\$ M)	59	5

Source: Unison Consulting, Inc.

Table 27 | Comparison of Tax Revenue Generation by Jurisdiction, FY2024 and CY2025

Jurisdiction	Tax Revenue (\$ M)	
	This Report (CY2025)	FY2024
State	103	100
Local	73	73
County	20	20
Sub-County Special Districts	26	29
Sub-County General	27	24
Total	175	172

Source: Unison Consulting, Inc.

APPENDIX C | DETAILED TAX ALLOCATION TABLES

Table 28 | Total Tax Revenue Generation, City of Palm Springs and Coachella Valley, by Tax Category and Jurisdiction

Description	City of Palm Springs					Remainder of Coachella Valley				
	State (\$ K)	County (\$ K)	Sub-County: Special Districts (\$ K)	Sub-County: General (\$ K)	Total	State (\$ K)	County (\$ K)	Sub-County: Special Districts (\$ K)	Sub-County: General (\$ K)	Total
Social Insurance Tax - Employee Contribution	1,208	0	0	0	1,208	936	0	0	0	936
Social Insurance Tax - Employer Contribution	1,045	0	0	0	1,045	810	0	0	0	810
TOPI: Sales Tax	17,895	363	1,306	4,556	24,120	27,871	579	2,090	7,231	37,772
TOPI: Property Tax	674	6,547	7,872	2,965	18,058	1,050	10,433	12,603	4,705	28,791
TOPI: Motor Vehicle License	583	0	2	0	585	908	0	3	0	912
TOPI: Severance Tax	23	0	0	0	23	36	0	0	0	36
TOPI: Other Taxes	2,404	212	74	1,326	4,017	3,744	338	119	2,105	6,307
TOPI: Special Assessments	0	303	545	687	1,534	0	483	872	1,090	2,445
OPI: Corporate Profits Tax	7,235	0	0	0	7,235	6,975	0	0	0	6,975
Personal Tax: Income Tax	14,037	0	0	0	14,037	10,743	0	0	0	10,743
Personal Tax: Motor Vehicle License	519	0	2	0	521	398	0	1	0	400
Personal Tax: Property Taxes	11	102	125	46	283	8	82	101	36	227
Personal Tax: Other Tax (Fish/Hunt)	66	0	0	0	66	50	0	0	0	50
Total	45,700	7,527	9,926	9,579	72,732	53,530	11,914	15,791	15,168	96,403

Source: Unison Consulting, Inc.

Table 29 | Total Tax Revenue Generation, Rest of Riverside County and San Bernardino County, by Tax Category and Jurisdiction

Description	Remainder of Riverside County					San Bernardino County				
	State (\$ K)	County (\$ K)	Sub-County: Special Districts (\$ K)	Sub-County: General (\$ K)	Total	State (\$ K)	County (\$ K)	Sub-County: Special Districts (\$ K)	Sub-County: General (\$ K)	Total
Social Insurance Tax - Employee Contribution	38	0	0	0	38	31	0	0	0	31
Social Insurance Tax - Employer Contribution	33	0	0	0	33	27	0	0	0	27
TOPI: Sales Tax	878	19	70	244	1,211	812	17	62	215	1,106
TOPI: Property Tax	33	351	424	158	966	31	310	375	140	855
TOPI: Motor Vehicle License	29	0	0	0	29	26	0	0	0	27
TOPI: Severance Tax	1	0	0	0	1	1	0	0	0	1
TOPI: Other Taxes	118	11	4	71	204	109	10	4	63	185
TOPI: Special Assessments	0	16	29	37	82	0	14	26	32	73
OPI: Corporate Profits Tax	260	0	0	0	260	214	0	0	0	214
Personal Tax: Income Tax	438	0	0	0	438	365	0	0	0	365
Personal Tax: Motor Vehicle License	16	0	0	0	16	13	0	0	0	14
Personal Tax: Property Taxes	0	4	5	2	11	0	3	4	1	8
Personal Tax: Other Tax (Fish/Hunt)	2	0	0	0	2	2	0	0	0	2
Total	1,845	402	532	511	3,291	1,632	355	470	451	2,908

Source: Unison Consulting, Inc.

Table 30 | Airport Services and Capital Outlays Tax Revenue Generation, City of Palm Springs and Coachella Valley, by Tax Category and Jurisdiction

Description	City of Palm Springs					Remainder of Coachella Valley				
	State (\$ K)	County (\$ K)	Sub-County: Special Districts (\$ K)	Sub-County: General (\$ K)	Total	State (\$ K)	County (\$ K)	Sub-County: Special Districts (\$ K)	Sub-County: General (\$ K)	Total
Social Insurance Tax - Employee Contribution	951	0	0	0	951	64	0	0	0	64
Social Insurance Tax - Employer Contribution	823	0	0	0	823	55	0	0	0	55
TOPI: Sales Tax	9,965	196	703	2,471	13,335	942	24	85	297	1,348
TOPI: Property Tax	375	3,538	4,237	1,608	9,758	35	426	515	193	1,170
TOPI: Motor Vehicle License	325	0	1	0	326	31	0	0	0	31
TOPI: Severance Tax	13	0	0	0	13	1	0	0	0	1
TOPI: Other Taxes	1,339	115	40	719	2,213	127	14	5	86	232
TOPI: Special Assessments	0	164	293	372	829	0	20	36	45	100
OPI: Corporate Profits Tax	5,277	0	0	0	5,277	323	0	0	0	323
Personal Tax: Income Tax	11,099	0	0	0	11,099	767	0	0	0	767
Personal Tax: Motor Vehicle License	410	0	1	0	411	28	0	0	0	28
Personal Tax: Property Taxes	9	79	97	36	221	1	7	9	3	19
Personal Tax: Other Tax (Fish/Hunt)	52	0	0	0	52	4	0	0	0	4
Total	30,638	4,092	5,372	5,206	45,309	2,378	491	649	624	4,142

Source: Unison Consulting, Inc.

Table 31 | Airport Services and Capital Outlays Tax Revenue Generation, Rest of Riverside County and San Bernardino County, by Tax Category and Jurisdiction

Description	Remainder of Riverside County					San Bernardino County				
	State (\$ K)	County (\$ K)	Sub-County: Special Districts (\$ K)	Sub-County: General (\$ K)	Total	State (\$ K)	County (\$ K)	Sub-County: Special Districts (\$ K)	Sub-County: General (\$ K)	Total
Social Insurance Tax - Employee Contribution	14	0	0	0	14	10	0	0	0	10
Social Insurance Tax - Employer Contribution	12	0	0	0	12	8	0	0	0	8
TOPI: Sales Tax	151	5	16	58	230	144	4	13	44	205
TOPI: Property Tax	6	82	99	37	225	5	64	77	29	175
TOPI: Motor Vehicle License	5	0	0	0	5	5	0	0	0	5
TOPI: Severance Tax	0	0	0	0	0	0	0	0	0	0
TOPI: Other Taxes	20	3	1	17	41	19	2	1	13	35
TOPI: Special Assessments	0	4	7	9	19	0	3	5	7	15
OPI: Corporate Profits Tax	80	0	0	0	80	49	0	0	0	49
Personal Tax: Income Tax	169	0	0	0	169	117	0	0	0	117
Personal Tax: Motor Vehicle License	6	0	0	0	6	4	0	0	0	4
Personal Tax: Property Taxes	0	2	2	1	5	0	1	1	0	3
Personal Tax: Other Tax (Fish/Hunt)	1	0	0	0	1	1	0	0	0	1
Total	465	95	126	121	808	363	73	97	93	627

Source: Unison Consulting, Inc.

Table 32 | Visitor Spending Tax Revenue Generation, City of Palm Springs and Coachella Valley, by Tax Category and Jurisdiction

Description	City of Palm Springs					Remainder of Coachella Valley				
	State (\$ K)	County (\$ K)	Sub-County: Special Districts (\$ K)	Sub-County: General (\$ K)	Total	State (\$ K)	County (\$ K)	Sub-County: Special Districts (\$ K)	Sub-County: General (\$ K)	Total
Social Insurance Tax - Employee Contribution	257	0	0	0	257	872	0	0	0	872
Social Insurance Tax - Employer Contribution	222	0	0	0	222	754	0	0	0	754
TOPI: Sales Tax	7,929	167	603	2,085	10,784	26,929	556	2,005	6,934	36,424
TOPI: Property Tax	299	3,009	3,636	1,357	8,300	1,015	10,006	12,089	4,512	27,622
TOPI: Motor Vehicle License	258	0	1	0	259	878	0	3	0	881
TOPI: Severance Tax	10	0	0	0	10	35	0	0	0	35
TOPI: Other Taxes	1,065	98	34	607	1,804	3,618	325	114	2,018	6,075
TOPI: Special Assessments	0	139	252	314	705	0	463	836	1,045	2,345
OPI: Corporate Profits Tax	1,959	0	0	0	1,959	6,652	0	0	0	6,652
Personal Tax: Income Tax	2,937	0	0	0	2,937	9,976	0	0	0	9,976
Personal Tax: Motor Vehicle License	109	0	0	0	109	370	0	1	0	371
Personal Tax: Property Taxes	2	22	28	10	63	8	75	93	33	208
Personal Tax: Other Tax (Fish/Hunt)	14	0	0	0	14	47	0	0	0	47
Total	15,062	3,435	4,554	4,373	27,423	51,152	11,424	15,141	14,543	92,261

Source: Unison Consulting, Inc.

Table 33 | Visitor Spending Tax Revenue Generation, Rest of Riverside County and San Bernardino County, by Tax Category and Jurisdiction

Description	Remainder of Riverside County					San Bernardino County				
	State (\$ K)	County (\$ K)	Sub-County: Special Districts (\$ K)	Sub-County: General (\$ K)	Total	State (\$ K)	County (\$ K)	Sub-County: Special Districts (\$ K)	Sub-County: General (\$ K)	Total
Social Insurance Tax - Employee Contribution	24	0	0	0	24	22	0	0	0	22
Social Insurance Tax - Employer Contribution	20	0	0	0	20	19	0	0	0	19
TOPI: Sales Tax	727	15	54	186	981	668	14	49	171	902
TOPI: Property Tax	27	268	324	121	741	25	246	297	111	680
TOPI: Motor Vehicle License	24	0	0	0	24	22	0	0	0	22
TOPI: Severance Tax	1	0	0	0	1	1	0	0	0	1
TOPI: Other Taxes	98	9	3	54	164	90	8	3	50	150
TOPI: Special Assessments	0	12	22	28	63	0	11	21	26	58
OPI: Corporate Profits Tax	179	0	0	0	179	165	0	0	0	165
Personal Tax: Income Tax	269	0	0	0	269	247	0	0	0	247
Personal Tax: Motor Vehicle License	10	0	0	0	10	9	0	0	0	9
Personal Tax: Property Taxes	0	2	2	1	6	0	2	2	1	5
Personal Tax: Other Tax (Fish/Hunt)	1	0	0	0	1	1	0	0	0	1
Total	1,380	306	406	390	2,483	1,269	281	373	358	2,281

Source: Unison Consulting, Inc.



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