

Reading Regional/General Carl A. Spatz Field's Economic Impact

	Employment	Payroll	Output
On-Airport Activity	200	\$12,636,300	\$40,239,300
Commercial Service Visitor Spending	0	\$0	\$0
General Aviation Visitor Spending	34	\$1,052,300	\$2,696,700
Total Direct Impacts	234	\$13,688,600	\$42,936,000
Total Multiplier Impacts	207	\$12,447,800	\$35,048,700
Total Impacts	441	\$26,136,400	\$77,984,700

Note: Totals may not sum due to rounding. Sources: Calculations using IMPLAN, 2019, 2020; Kimley-Horn, 2022.

Economic Impact Categories

Employment:
The total number of persons employed that are associated with business revenues and payroll, regardless of whether they are full-time or part-time.

Payroll:
Total employment compensation including wages and other benefits (e.g., health care insurance payments, retirement contributions, etc.)

Output:
Includes expenditures needed to administer airports, sales of goods and services by airport tenants, budget expenditures by public sector agencies located on airports, cost of capital expenditures, visitor spending in Pennsylvania's hospitality-related sectors, and sales enabled by air cargo services. This is also referred to as "business revenues" or sales.

Direct Impacts: Initial impacts that occur on- and off-airport, such as airport operations, construction, airport tenants, visitor spending, and more.

Multiplier Impacts: Includes "indirect" and "induced" impacts generated when portions of direct revenues are used to purchase goods and services from PA businesses and when workers re-spend their income in the state.

Total Statewide Aviation Impacts

The statewide economic impact of Pennsylvania's airports consists of two major categories: On-Airport Activity and Off-Airport Activity. Together, they account for approximately **\$34.2 billion in economic impact for Pennsylvania.**



On-Airport and Nearby Activity

Impacts related to the activity of airport administration, business tenants, and capital improvements on airports.

Off-Airport Activity

Impacts related to out-of-state visitor spending at both commercial service and general aviation airports.

Commercial Service Visitor Spending

Impacts related to spending by out-of-state visitors arriving to stay in Pennsylvania via the state's commercial service airports. **\$14.7 BILLION**

General Aviation Visitor Spending

Impacts related to spending by out-of-state visitors arriving to stay in Pennsylvania via the Commonwealth's general aviation airports. **\$213.9 MILLION**

Total Output of Other Aviation-Related Impacts in Pennsylvania

Off-Airport Aerospace Manufacturing

\$8.7 BILLION

Off-Airport Air Cargo

\$1.1 BILLION

Off-Airport Private Hospital Heliports

\$150 MILLION

Reading Regional Airport (RDG), also known as General Carl A. Spaatz (USAF) Field, is a general aviation airport located three miles northwest of Reading. The airport has a rich military history, originally serving as an Army Air Force training airfield, and is colloquially named after the first Chief of Staff of the U.S. Air Force. In addition to military activity, the airport also supports corporate and business activity, air charter, training, aerial inspection and pipeline patrol, and recreational flights. The airport also provides a base of operation for Quest Diagnostic and their 24 based aircraft, which are used for transporting medical specimen. The airport provides facilities for the State Police, County Sheriff, and congressional offices and is also home to the impressive Mid-Atlantic Air Museum. This Museum collects, restores, and displays historic military planes and classic airliners. The airport engages in the local community by hosting the WWII Weekend air show every June and annual 5K run for an anti-bullying program.



This airport is classified as a Advanced Airport in Pennsylvania's State Aviation System Plan and is eligible to receive federal funding from the FAA.

About the Airport

CITY: Reading

COUNTY: Berks

OWNERSHIP: Public

PENNDOT DISTRICT: 5

PRIMARY RUNWAY: 13/31, 6,350'



RDG Economic Impacts



441 JOBS



\$26,136,400



\$77,984,700

Key Airport Activities



**Corporate/
Business Activity**



Air Charter



**Aerial
Inspections**



**Police/Law
Enforcement**



**Military
Exercises/
Training**

Pennsylvania House Transportation Committee Statewide Tour Stop – Reading

September 6, 2024

Berks County High Priority Highway and Bridge Projects

SR 422 West Shore Bypass Reconstruction – Phase 1 - MPMS# 114439

The project consists of highway reconstruction/widening of US 422 (West Shore Bypass) from the Buttonwood Street overpass to east of the I-176 interchange in Cumru and Exeter Townships, West Reading Borough, and the City of Reading, Berks County. The project length is approximately 5.01 miles. The project will include widening the roadway to accommodate three (3) travel lanes in each direction; full reconstruction of the Penn Street/Penn Avenue interchange and Lancaster Avenue interchange; partial reconstruction of the Bingaman Street Bridge and associated bicycle and pedestrian connections; replacement of the Schuylkill River Bridge and US 422 over Norfolk Southern Railroad bridges west of the I-176 interchange; reconstruction of the I-176 N to US 422 W on-ramp; and preventative maintenance activities on the US 422 bridges over Brentwood Drive, the Schuylkill River east of Lancaster Avenue, and the Schuylkill River east of I-176.

This project includes most of the large high priority bridge repair / replacements in Berks County.

In Final Design

Estimated Bid Opening – July, 2027

Estimated Construction Cost - \$360 Million

Awaiting response to PennDOT Federal Multimodal Project Discretionary Grant Application for \$216 Million.

NOTE: Secretary Carroll may be addressing this issue.

SR 222 Widening (Sec. 28M) – MPMS# 61972

The proposed project consists of highway reconstruction/widening beginning east of Schaeffer Rd (T-757) to the Kutztown bypass, excluding intersection improvements at Moselem Springs Rd (SR 662) (approximately 4 miles) in Maiden Creek, Richmond, and Maxatawny Townships, Berks County, PA. The improvements shall include widening the roadway to two (2) travel lanes in each direction with a center median barrier. Roundabouts will be constructed at Pleasant Hill and Richmond Roads.

In Final Design

Estimated Bid Opening – July, 2026

Estimated Construction Cost - \$75.4 Million

SR 222 & Long Lane - MPMS# 90569

The proposed project consists of improvements to the intersection of SR 0222 and Long Lane in Maxatawny Township, Berks County, PA. The approved design option is a hybrid roundabout.

Eliminates last major bottleneck between Reading and Lehigh Valley / I-78

Estimated Bid Opening – October, 2024

Estimated Construction Cost - \$11.5 Million

Additional Priorities

SR 422 Intersection – Sinking Spring Borough – MPMS# 87688

The project consists of intersection realignments of Shillington Road (SR 724) and Mull Avenue (SR 3055) at Penn Avenue (SR 422) in Sinking Spring Borough, Berks County. This will address a major bottleneck between the urban area and western Berks County.

In Final Design and ROW Acquisition

Estimated Bid Opening – February, 2026

Estimated Construction Cost - \$4.4 Million

SR 12 Corridor

Three projects to address safety and congestion

SR 12 @ SR 73 Intersection MPMS# 88781 (Under Construction) \$5.5 M

SR 12 Elizabeth Avenue MPMS# 79467 Estimated Bid Opening – April, 2026 \$13.4 M

SR 12 Alsace Manor MPMS# 110318 Estimated Bid Opening – August, 2026 \$2.5 M

SR 61 Corridor

Five projects to address safety

SR 183 Corridor

Three studies to identify necessary safety and congestion improvements to this growing traffic corridor linking the Reading urban area to I-78.

Unresolved Issue - Local bridge conditions

- Need for additional resources Local Bridges- 30% POOR vs State Bridges – 6% POOR