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Estimating Changes in the Supply of and Demand for Child Care in Philadelphia

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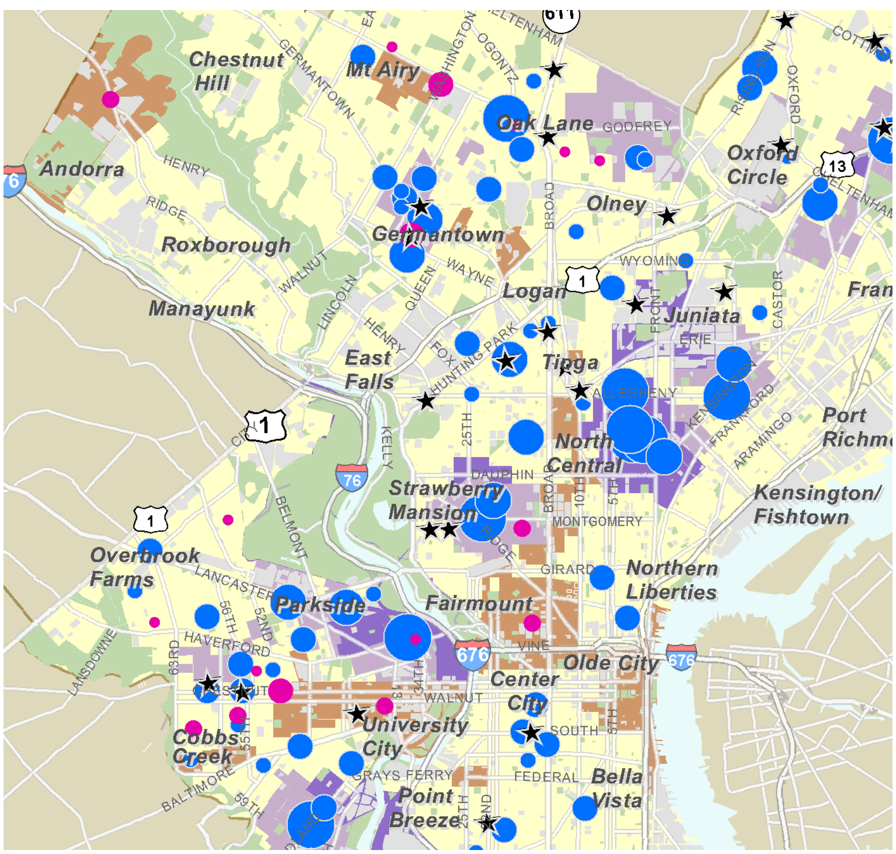

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Estimating Changes in the Supply of and Demand for Child Care in Philadelphia

Introduction

In 2014, with support from The William Penn Foundation, Reinvestment Fund conducted an initial analysis of the supply of and demand for child care in Philadelphia to identify areas of the city where targeted investments could help address shortages of high-quality child care. Now in its third update, Reinvestment Fund's 2017 childcare analysis provides updated estimates to track the change over time in the supply of, demand for, and shortages in child care. Reinvestment Fund's Childcare Map is an interactive online tool, www.childcaremap.org, that makes the results of this work accessible to the public at no cost. The tool identifies neighborhoods where high-quality child care is scarce in absolute and relative terms, while also providing actionable information for funders, practitioners, and childcare advocates.

This report presents the results of descriptive and spatial analyses of the child care landscape in Philadelphia in 2017. It details both short- and long-term changes in the supply of, demand for, and gaps in care; the year-to-year changes from 2016 to 2017, as well as shifts since the first analyses were conducted in 2014. It is important to note that various factors could contribute to the observed changes. For example, demographic shifts can affect demand, operation cost can affect supply, and new policy initiatives and investments can directly impact gaps. To this last point, this analysis also presents the location of strategic investments made in facilities in high-gap areas through the Fund for Quality (FFQ). Subsequent updates to the childcare analysis will be conducted to assess the impact of FFQ investments on gaps between supply and demand for child care in the years ahead.

2017 Key Findings

- **Over 16 percent of demand was unmet in 2017.** With a total supply of 96,757 and a *maximum potential demand* of 115,734, Philadelphia registered an absolute shortage of childcare capacity of nearly 18,977 in 2017.

- **Supply and demand were relatively constant from 2016 to 2017.** Total supply inched up by 1.4 percent between 2016 and 2017, while *maximum potential demand* edged up by 1.7 percent.

- **High-quality supply continued to grow.** The number of high-quality seats has continued to rise. About 1,317 high-quality seats were added over the year; more than 8,600 have been added since 2014.

- **The most severe shortages in high-quality supply persist in specific neighborhoods.** In 2017, the most severe relative shortages in high-quality child care continue to be in many of the same areas: parts of Northwest Philadelphia - Chestnut Hill, Roxborough, and East Falls – Southwest Philadelphia, the River Wards (Kensington/Fishtown, Bridesburg), and a handful of Northeast neighborhoods including Bustleton.

Estimating the Supply of Child Care

As seen in Table 1, there is an estimated maximum potential supply 96,757 childcare seats in Philadelphia in 2017.[1] Over the year, total supply of childcare was relatively flat, inching up by 1.4 percent. Between 2014 and 2017, total supply of child care declined by 4.0 percent from 100,806 to 96,757. Table 1 presents the changes over time in the number and share of seats in total, certified, and high-quality providers across the city.

Table 1: Estimated Supply of Total Child Care[2]

	2017 Childcare Analysis		Change from 2016		Change from 2014	
	Total Seats	Share of Total Seats	Total Seats	Share of Total Seats	Total Seats	Share of Total Seats
Certified	75,113	77.6%	1,277	0.2%	4,913	8.0%
High Quality (STARS 3-4)	23,325	24.1%	1,317	1.0%	8,688	9.6%
STARS 1-2	25,990	26.9%	-262	-0.7%	-5,144	-4.0%
Not STAR Rated	25,798	26.7%	222	-0.1%	1,369	2.4%
Not Certified	21,644	22.4%	65	-0.2%	-8,962	-8.0%
Total Seats	**96,757**		**1,342**		**-4,049**	

About 77.6 percent of the supply is provided by certified operators (Figure 1, see page 3). The share of certified seats in the city has been steadily increasing. Between 2014 and 2017, it increased by 8.0 percentage points.

Table 2 and Figure 2 (see page 3) present the number and share of certified seats by quality rating.

Table 2: Estimated Supply of Certified Child Care

Estimated Supply of Certified Child Care	Total Seats	Share of Certified Seats	Change in Share of Certified Seats (Percentage Points)	
			2016	2014
High Quality (3-4 STAR)	23,325	31.1%	1.2%	10.2%
1-2 STAR	25,990	34.6%	-1.0%	-9.7%
No STAR Level	25,798	34.3%	-0.3%	-0.5%
Total Certified Seats	**75,113**	100.0%		

In 2017, there are an estimated 23,325 high-quality seats (i.e. certified providers with a Keystone STARS rating of 3 or 4), accounting for 31.1 percent of certified seats. An estimated 25,990 certified seats (34.6%) have lower quality ratings (Keystone STARS ratings of 1 or 2) and an estimated 25,798 certified seats (34.3%) are not rated, but participating in Keystone STARS. Between 2014 and 2017, the share of certified seats that are high quality increased 10.2 percentage points.

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[1] Please see initial methodology report at https://www.reinvestment.com/child caremap/pdfs/full.pdf for more detailed information on sources for supply data and estimating supply.

[2] The 2017 Childcare Analysis represented 2017 Q1 OCDEL data; the 2016 Analysis represented 2016 Q1 data; the 2015 Analysis represented 2014 Q4 data; and the 2014 Analysis represented 2013 Q2 data. Over the year change for licensed child care represented change between 2016 Q1 and 2017 Q1 (i.e., four quarters), and 2014-2017 change represented change between 2013 Q2 and 2017 Q1 (i.e., 15 quarters).

Figure 1: Estimated Supply of Total Child Care (n=96,757)

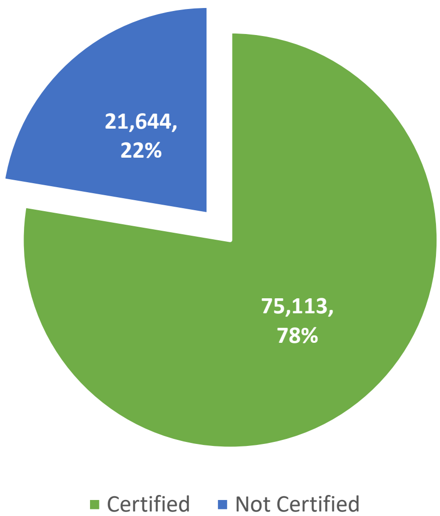
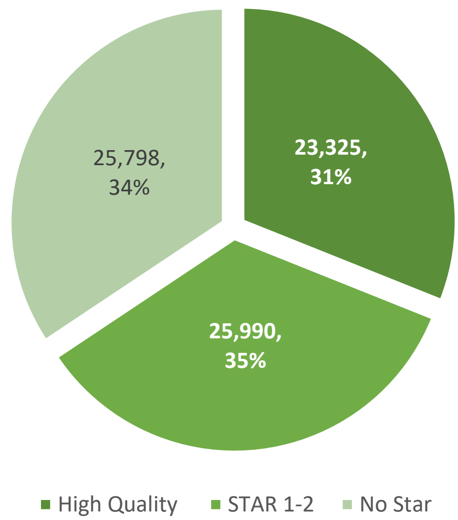


Figure 2: Estimated Supply of Certified Child Care (n=75,113)



A primary goal for the Childcare Analysis is to support the Fund for Quality and other stakeholders to make data based decisions to expand access to high-quality child care. Table 3 and Figures 3 and 4 (see pages 4 and 5) highlight changes in high-quality child care between 2014 and 2017. Table 3 summarizes the factors that contributed to the change in high-quality supply between 2014 and 2017.

Table 3: Change in High-Quality Sites, 2014-2017

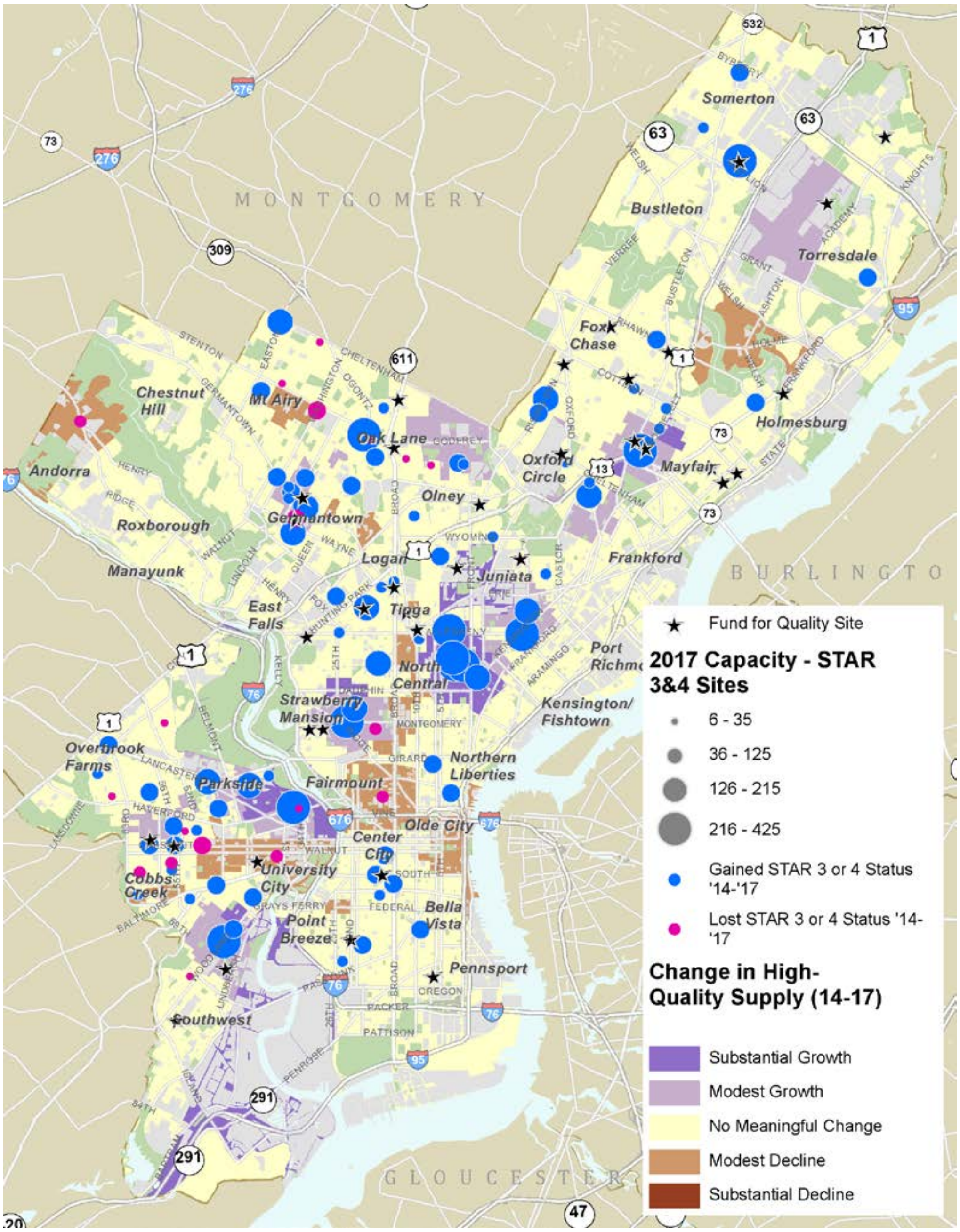
	Number of Sites	Total Capacity*
Positive Change	**112**	
Site STAR ***Rating Increased*** to High Quality	78	7,709
High-Quality Site ***Increased Capacity***	11	1,949
Newly ***Opened*** High-Quality Site	34	2,256
Negative Change	**51**	
Site STAR ***Rating Decreased***	23	1,012
High-Quality Site ***Reduced Capacity***	7	867
Closed High Quality Site	28	941

*Capacity represents 2017 capacity with the exceptions of Closed High Quality Sites. Capacity for this subgroup is 2013 capacity.

From 2014 to 2017, more than twice as many sites contributed to high-quality expansion as those that contributed to reductions (112 v. 51 sites). In addition, previously high-quality sites that experienced rating reductions or closed were relatively small. Overall, there were 226 high-quality providers in 2017, and the licensed capacity for about 40 percent of these providers remained unchanged since 2014.

Figures 3 and 4 (see pages 4 and 5) present the spatial distribution of the factors highlighted in Table 3 to show what areas of the city have experienced substantial changes in high-quality supply since 2014. Figure 4 also includes the location of Fund for Quality sites throughout the city. Areas in the city where the supply of high-quality seats substantially increased since 2014 include Parkside, North Central, Strawberry Mansion, Mayfair and Germantown. Modest declines in high-quality seats were concentrated in University City, Olde City, Fairmount and Winchester Park in Northeast Philadelphia – no areas of the city experienced substantial declines in high quality supply from 2014 to 2017.

Figure 3: *Changes in Status* of High-Quality Centers &
Changes in Supply Estimates for High-Quality Child Care (2014 to 2017)



In Figure 3:

- Purple represents increases in high-quality supply; Brown represents declines in high-quality supply;
- Blue circles represent child care sites that increased their rating to high quality status between 2014-17. Pink circles represent child care sites that reduced their rating to below high-quality status between 2014-17. The size of the circles represents the 2017 capacity of the facility.

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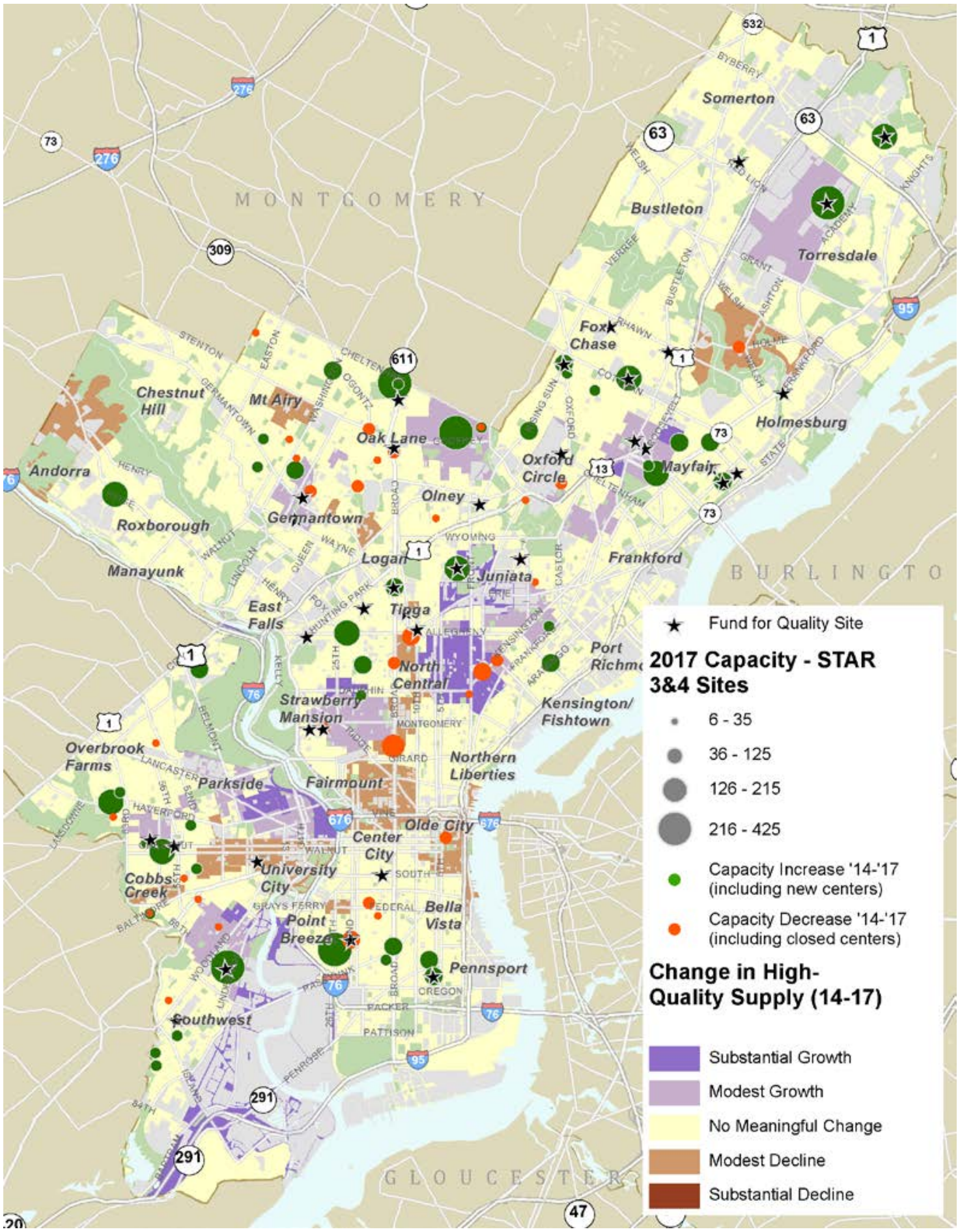
Figure 4: *Changes in Capacity* at High-Quality Centers &
Changes in Supply Estimates for High-Quality Child Care (2014 to 2017)



In Figure 4:

- The black star represents a site that received Fund for Quality support between 2014 and 2017.
- Purple represents increases in high-quality supply; Brown represents declines in high-quality supply;
- Green circles represent high quality child care sites that increased capacity between 2014-17. Orange circles represent high quality child care sites that reduced their capacity between 2014-17. The size of the circles represents the 2017 capacity of the facility (closed centers reflect 2013 capacity).

Areas with the largest gains in the supply of high-quality child care between 2014 and 2017 (dark purple areas in Figures 3 and 4) tend to be associated with providers that improved their *rating*, as shown with blue circles in Figure 3, as opposed to increasing *capacity* at pre-existing high-quality sites, as shown with green circles in Figure 4. Accordingly, block groups with substantial growth in high-quality supply have at least one, if not multiple, centers that gained a high-quality *rating*. These areas may or may not have a center that increased *capacity* during this period.

Demand for Child Care

In 2017, an estimated population of 108,701 children under age five living in Philadelphia represents the *baseline demand* for child care. From this *baseline demand*, adjustments were made to account for commuting patterns and characteristics of parents as some parents prefer child care options near their work.[3] These adjustments suggest that 9,846 resident children travel with adults to child care located outside the city near a parent's place of work, while 16,879 children who live outside the city travel with parents to child care in the city, yielding a *maximum potential demand* of 115,734 for child care in Philadelphia.

Between 2016 and 2017, *maximum potential demand* inched up by 1.7 percent (+1,888). More substantial change occurred between 2014 and 2017, where demand increased by 7.3 percent (+7,905). Demand in most neighborhoods was relatively stable. However, a handful of neighborhoods experienced substantial upticks in demand since 2014: University City, North Philadelphia, Hunting Park, Chinatown, and Logan Square; on the other hand, Market East and Rittenhouse Square experienced sizable declines.

Identifying High Need Areas

Understanding the geographic distribution of shortages in the supply of child care provides guidance for programmatic or capital investment activity to address areas of concern. Two shortage measures are calculated, an *absolute* and *relative shortage*. The *absolute shortage* is the raw difference between supply and demand within a given block group. The *relative shortage* is an adjusted figure that accounts for supply and demand in neighboring block groups, and identifies block groups where observed shortages between supply and demand are *a)* greater than expected; *b)* less than expected; or *c)* meet expectations.[4] As observed in previous reports, the geographic distributions of *absolute* and *relative shortages* are different for the three different types of supply – total, certified, and high-quality.

Absolute Shortage

With a total demand of roughly 115,734 and a total supply of 96,757, over 16 percent of demand was unmet in 2017 (i.e., a citywide absolute shortage of 18,977 seats). The *absolute shortage* widens to 92,400 for high-quality seats. Although there is still a substantial shortage in high-quality seats, the shortage has been declining over time. Table 4 shows that high-quality seats met 20.2 percent of demand in 2017, compared to only 13.6 percent in 2014.

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[3] Please see initial methodology report at https://www.reinvestment.com/child caremap/pdfs/full.pdf for more detailed information on sources for demand data, assumptions, and estimating demand.
[4] Please see initial methodology report at https://www.reinvestment.com/child caremap/pdfs/full.pdf for more detailed information on sources for the difference between the two types of gap measures.

Table 4. Commuter Adjusted Demand Met by Observed Supply

	2017	2016	2014
Absolute Shortage in Total Childcare Seats	18,977	18,431	7,023
Absolute Shortage in High-Quality Seats	92,409	91,838	93,192
Percentage of Total Demand Met by All Seats	83.6%	83.8%	93.5%
Percentage of Total Demand Met by High-Quality Seats	20.2%	19.3%	13.6%

Relative Shortage in Total Childcare Supply

Areas with the most severe *relative shortages* in total childcare seats in 2017 are concentrated along the Delaware River, north of Center City and throughout the Northeast (see Figure A2, on page 9). Since 2014, neighborhoods where *relative shortages* became more pronounced include Somerton and Bustleton, while *relative shortages* narrowed in Mayfair, Torresdale, Oak Lane, and Roxborough (see Figure A3, on page 10).

Relative Shortage in Certified Supply

Areas with the most severe *relative shortages* in certified seats in 2017 are concentrated in the Northwest, Far North, Cobbs Creek, and parts of South Philadelphia (see Figure A4, on page 11). Since 2014, neighborhoods where *relative shortages* in certified seats became more pronounced include Academy Gardens, Wissahickon, and East Oak Lane, while *relative shortage* narrowed near North Central, Bustleton, and Somerton (see Figure A5, on page 12).

Relative Shortage in High-Quality Supply

Areas with the most severe *relative shortages* in high-quality seats in 2017 continue to be in many of the same areas: parts of Northwest Philadelphia - Chestnut Hill, Roxborough, and East Falls – Southwest Philadelphia, the River Wards (Kensington/Fishtown, Bridesburg), and a handful of Northeast neighborhoods (see Figure A6, on page 13). Since 2014, neighborhoods where *relative shortages* became more pronounced include Andorra, Bustleton, and Winchester Park, while *relative shortage* narrowed in Somerton, Holmesburg, Castor Gardens, and Port Richmond (see Figure A7, on page 14).

Summary

The 2017 analysis highlights that ongoing challenges exist for families seeking high-quality child care in a number of neighborhoods and job centers. Although, the total supply of high-quality seats has expanded substantially since 2014, still only 20 percent of estimated demand is met by high-quality supply. Furthermore, large shortages continue to persist in certain city neighborhoods, even as targeted investments are being made in some communities.

Beginning in summer 2017, OCDEL initiated the implementation of a revised STAR rating system that will impact the supply of what is designated high-quality child care across the city, though it remains unclear exactly what that effect will be (see Reinvestment Fund's white paper examining the potential impact[5]). These changes did not impact this year's analysis. Ongoing annual updates for this analysis of supply, demand and gaps will continue to track progress towards increasing access to high-quality child care through the Fund for Quality and other targeted programmatic interventions and investments.

[5] The white paper is available at https://www.reinvestment.com/childcaremap/.

Figure A1: Certified (OCDEL) and Uncertified Childcare Sites (2017)

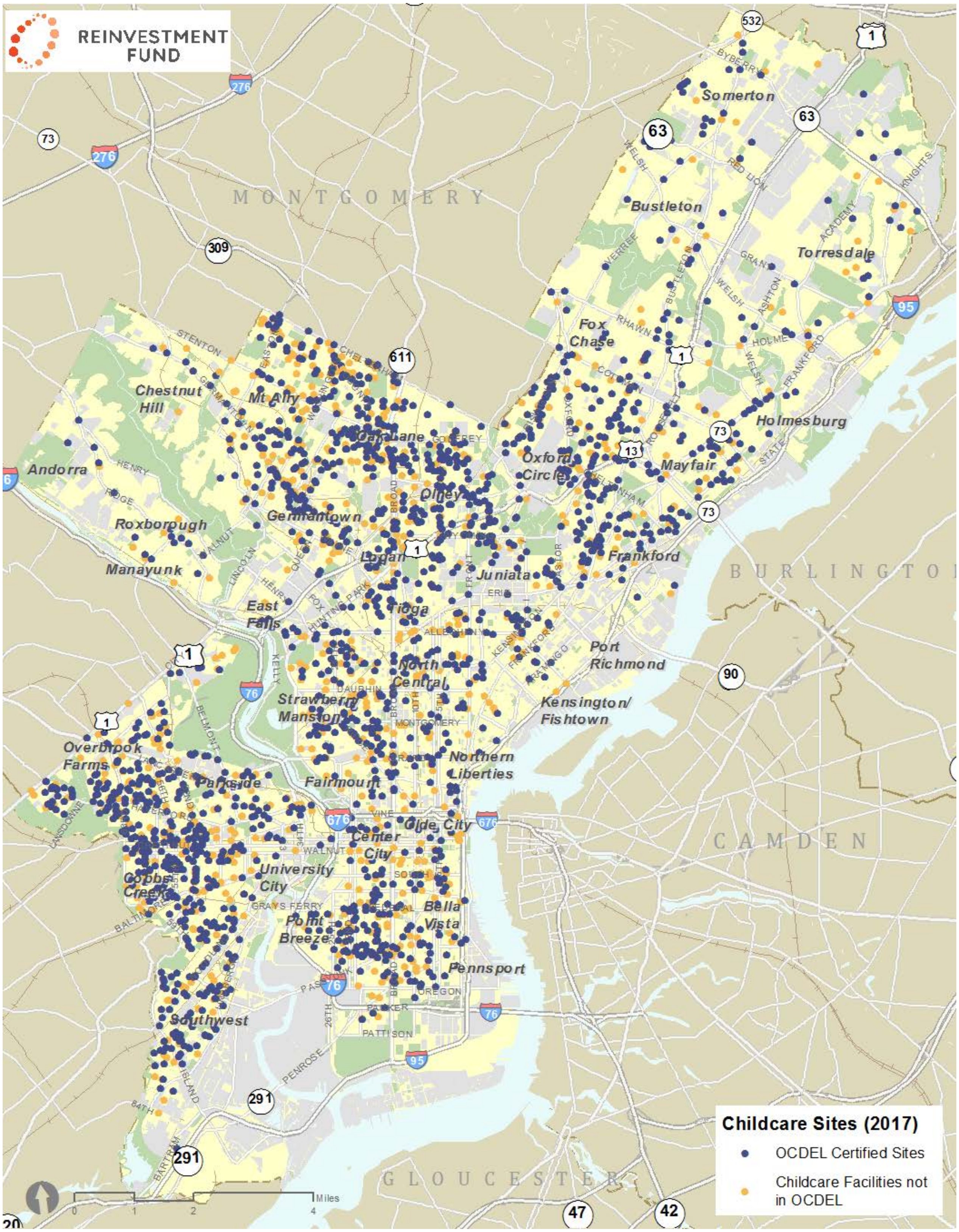

Figure A2: Relative Shortage - Total Childcare Supply (2017)

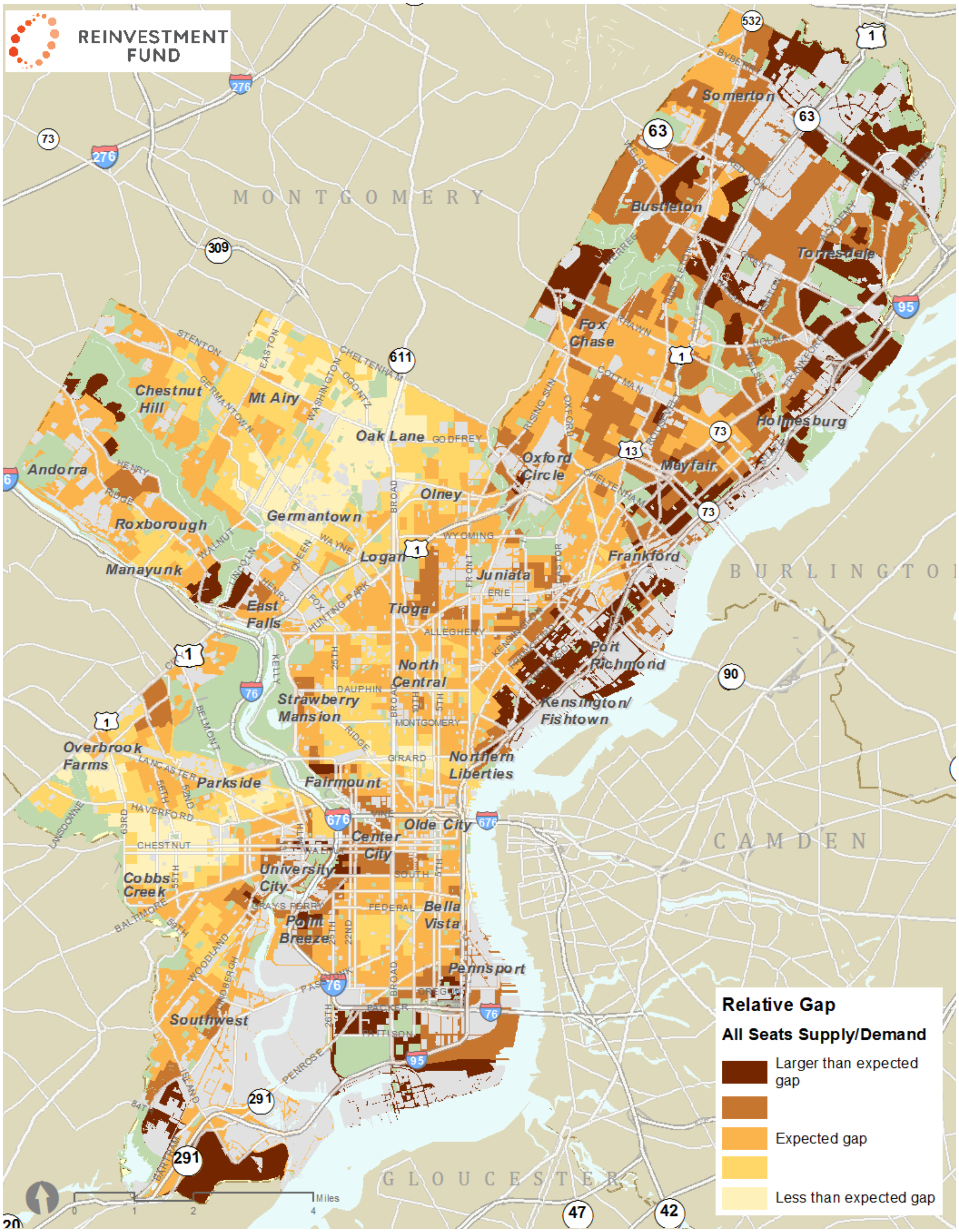

Figure A3: Change in Relative Shortage - Total Childcare Supply (2014-2017)

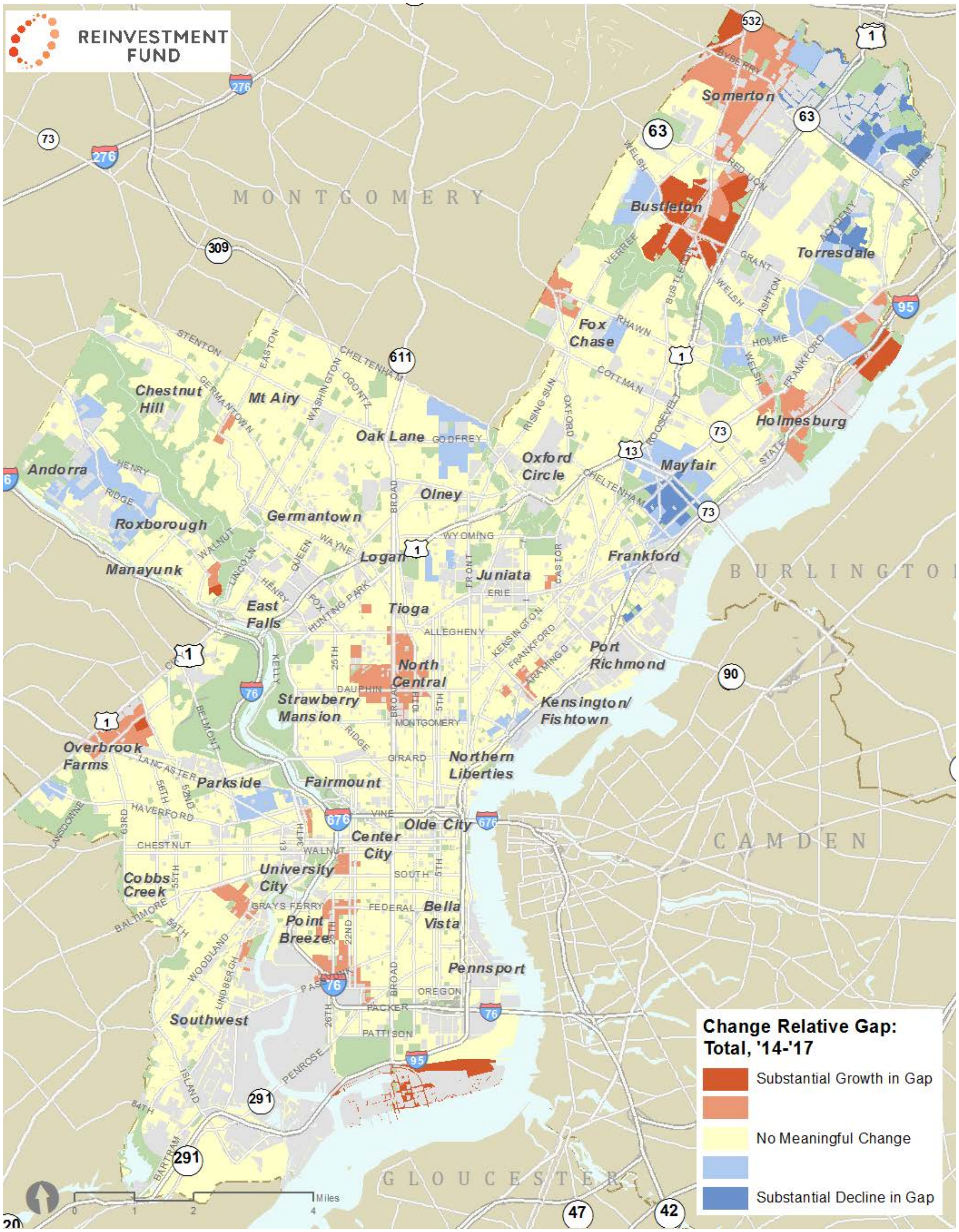

Figure A4: Relative Shortage - Certified Childcare Supply (2017)

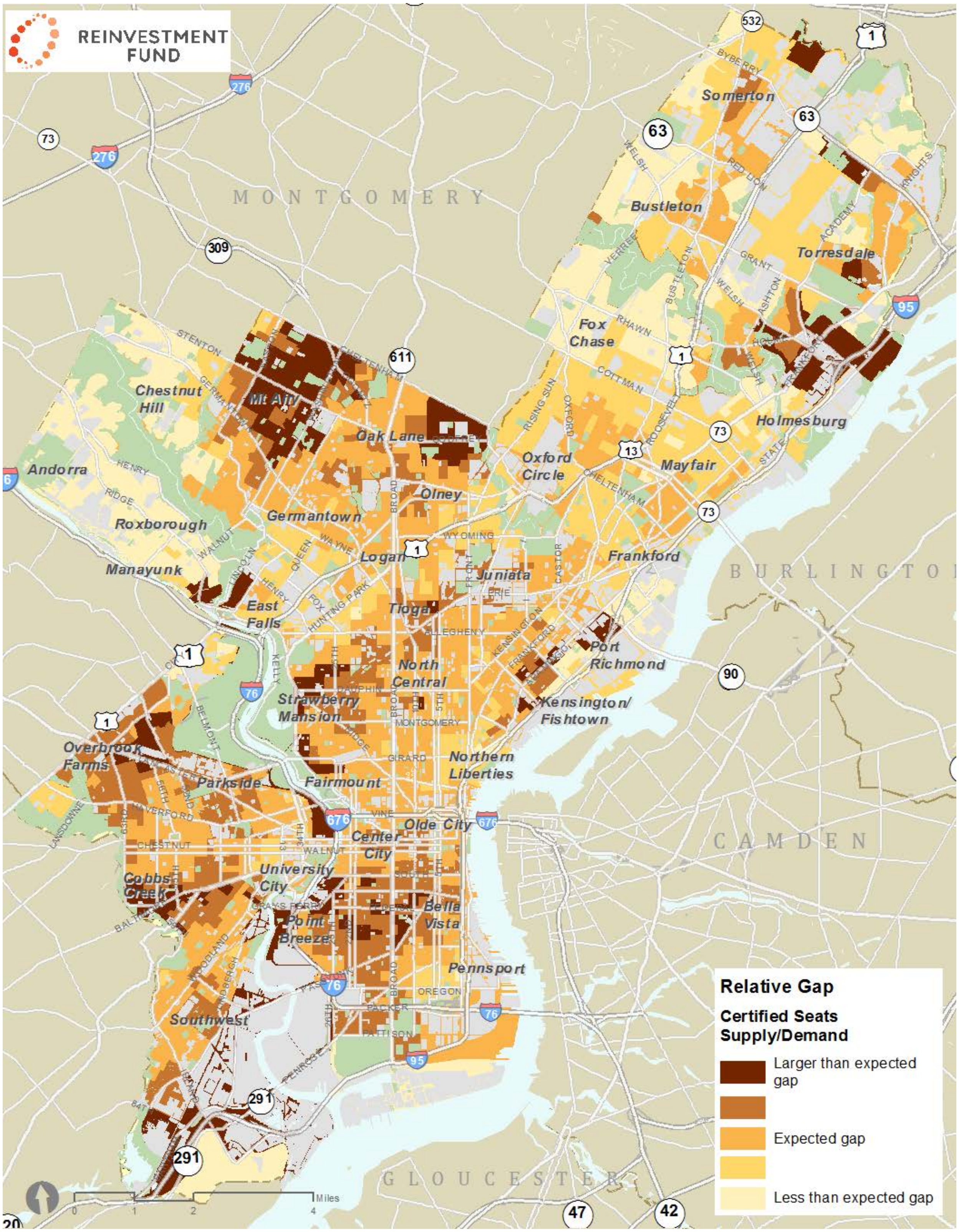

Figure A5: Change in Relative Shortage - Certified Childcare Supply (2014-2017)

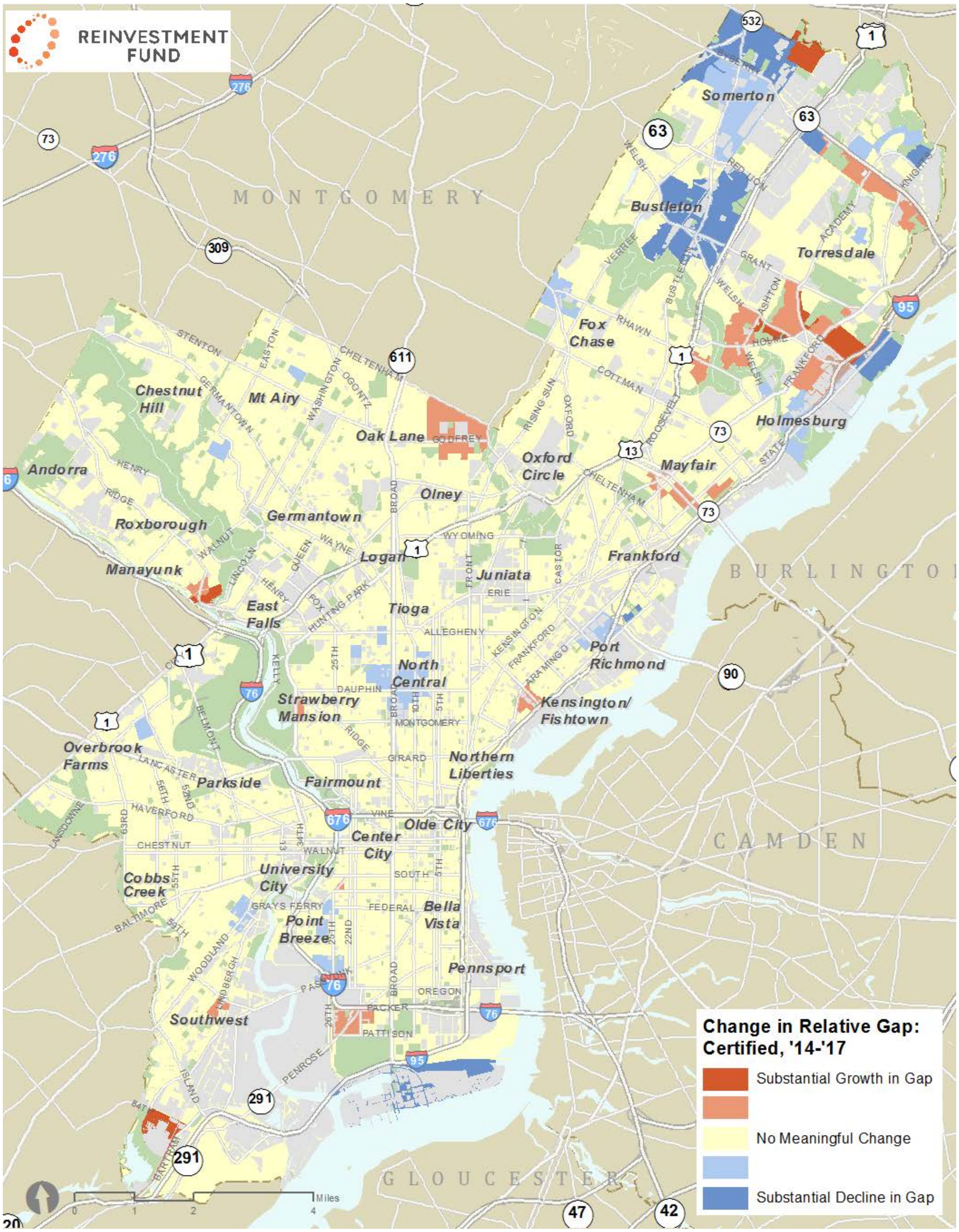

Figure A6: Relative Shortage – High-Quality Childcare Supply (2017)

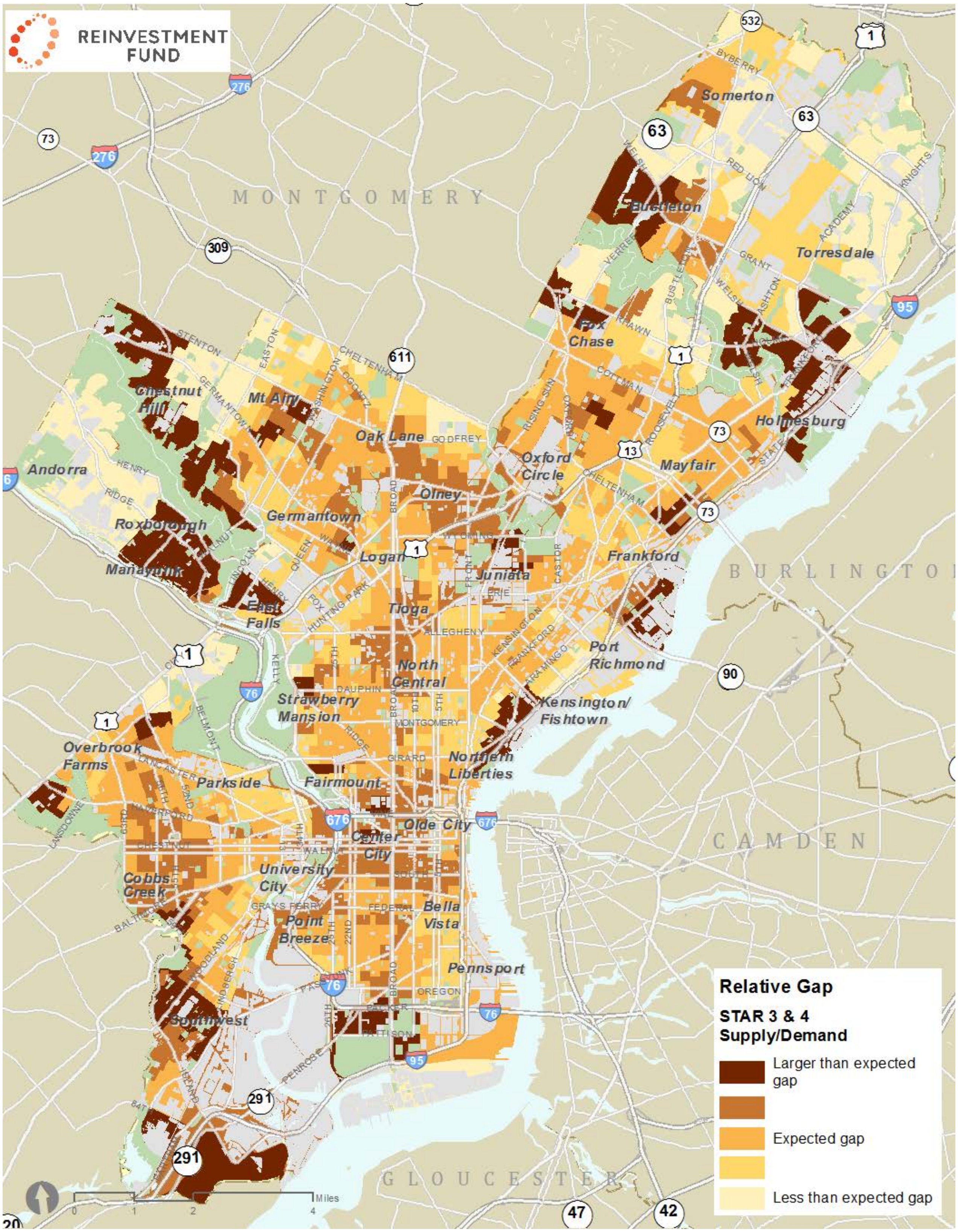

Figure A7: Change in Relative Shortage – High-Quality Childcare Supply (2014-2017)

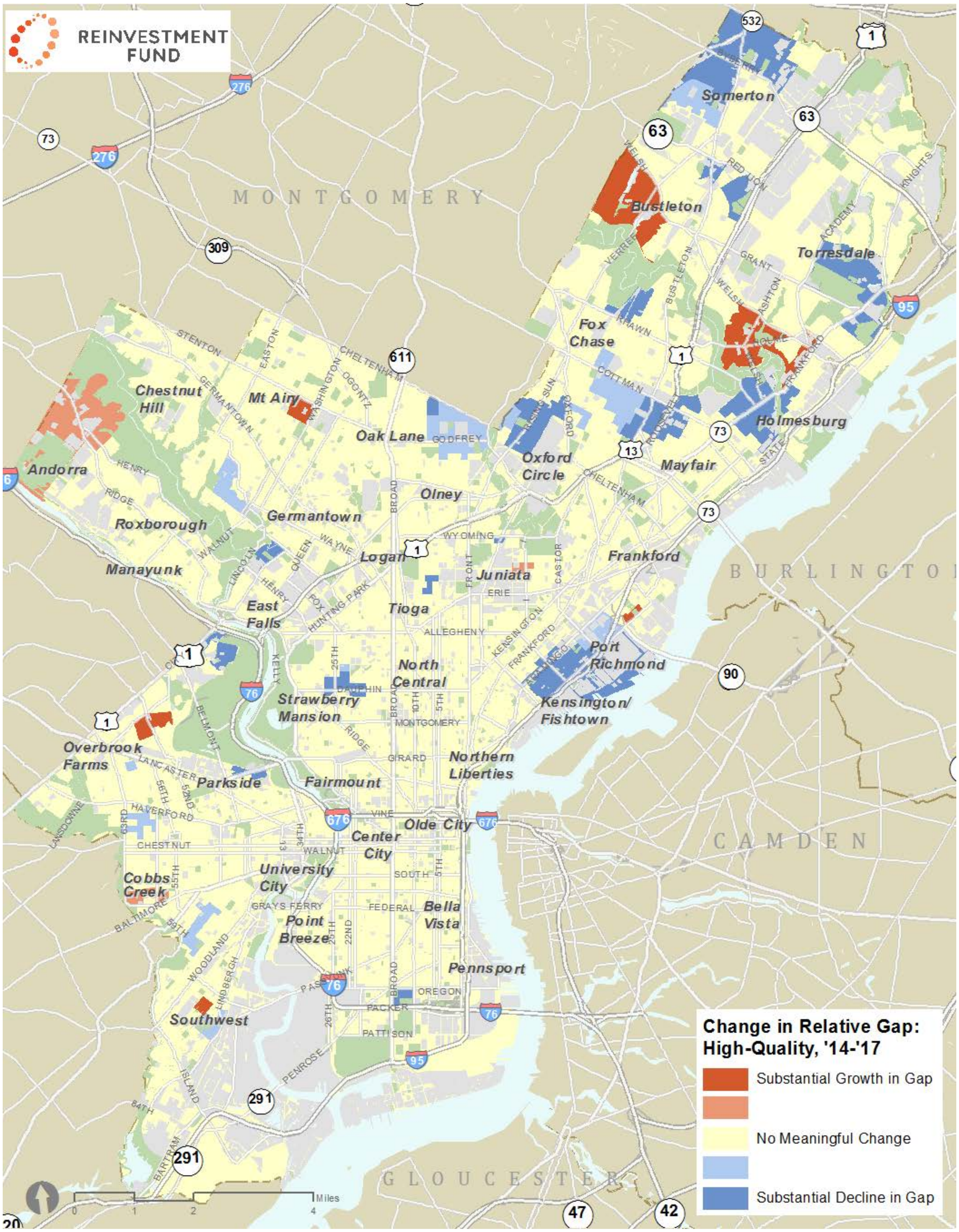

Table A2: Demographic/Economic Characteristics of Areas for Total, Certified, and High-Quality Childcare Supply

The table summarizes information by rows. For example, of all block groups with a family poverty rate of 10 percent or less, 20 percent has very low supply. Supply classifications are based on percentile rank: Very Low Supply (0–10 percent); Low Supply (10-30 percent); Moderate Supply (30-70 percent); High Supply (70-90 percent) and Very High Supply (90-100 percent).

- Block groups that have higher share of poverty, African American population, or near train stops tended to have more higher supply across all supply measures.

	Very Low Supply	Low Supply	Moderate Supply	High Supply	Very High Supply	Total
ALL SUPPLY						
(1) <10% Family Poverty	20%	27%	35%	13%	5%	100%
(2) 10% - 20% Family Poverty	9%	18%	44%	21%	9%	100%
(3) 20% - 40% Family Poverty	4%	19%	43%	23%	12%	100%
(4) >40% Family Poverty	2%	10%	41%	30%	17%	100%
(1) <10% African American	30%	31%	25%	12%	1%	100%
(2) 10-25% African American	11%	29%	41%	11%	9%	100%
(3) 25-50% African American	4%	26%	46%	18%	6%	100%
(4) 50-75% African American	1%	19%	48%	21%	10%	100%
(5) 75-90% African American	2%	8%	41%	32%	17%	100%
(6) 90-100% African American	0%	6%	46%	29%	19%	100%
(1) 0.00-0.25 Mi to Nearest Train Station	5%	10%	38%	29%	19%	100%
(2) 0.25-0.50 Mi to Nearest Train Station	7%	16%	39%	27%	13%	100%
(3) 0.50-0.75 Mi to Nearest Train Station	6%	24%	39%	21%	11%	100%
(4) 0.75-1.00 Mi to Nearest Train Station	13%	19%	47%	18%	3%	100%
(5) > 1 Mi to Nearest Train Station	22%	31%	40%	4%	3%	100%
CERTIFIED SUPPLY						
(1) <10% Family Poverty	19%	30%	34%	12%	5%	100%
(2) 10% - 20% Family Poverty	9%	19%	46%	19%	8%	100%
(3) 20% - 40% Family Poverty	4%	17%	43%	24%	12%	100%
(4) >40% Family Poverty	3%	8%	41%	31%	17%	100%
(1) <10% African American	28%	30%	28%	13%	2%	100%
(2) 10-25% African American	11%	24%	43%	13%	10%	100%
(3) 25-50% African American	4%	26%	43%	22%	5%	100%
(4) 50-75% African American	2%	18%	47%	21%	12%	100%
(5) 75-90% African American	3%	10%	39%	33%	15%	100%
(6) 90-100% African American	1%	10%	46%	25%	18%	100%
(1) 0.00-0.25 Mi to Nearest Train Station	5%	11%	36%	27%	20%	100%
(2) 0.25-0.50 Mi to Nearest Train Station	7%	15%	36%	29%	13%	100%
(3) 0.50-0.75 Mi to Nearest Train Station	7%	22%	41%	22%	9%	100%
(4) 0.75-1.00 Mi to Nearest Train Station	11%	21%	51%	15%	3%	100%
(5) > 1 Mi to Nearest Train Station	21%	32%	40%	3%	3%	100%
HIGH QUALITY SUPPLY						
(1) <10% Family Poverty	18%	24%	41%	12%	5%	100%
(2) 10% - 20% Family Poverty	8%	19%	48%	20%	6%	100%
(3) 20% - 40% Family Poverty	7%	21%	39%	25%	9%	100%
(4) >40% Family Poverty	3%	11%	34%	28%	24%	100%
(1) <10% African American	23%	21%	40%	11%	5%	100%
(2) 10-25% African American	9%	22%	37%	14%	19%	100%
(3) 25-50% African American	5%	21%	39%	21%	14%	100%
(4) 50-75% African American	4%	21%	40%	24%	12%	100%
(5) 75-90% African American	14%	13%	44%	22%	7%	100%
(6) 90-100% African American	3%	18%	41%	30%	8%	100%
(1) 0.00-0.25 Mi to Nearest Train Station	6%	16%	37%	24%	16%	100%
(2) 0.25-0.50 Mi to Nearest Train Station	10%	16%	38%	24%	12%	100%
(3) 0.50-0.75 Mi to Nearest Train Station	10%	22%	40%	18%	11%	100%
(4) 0.75-1.00 Mi to Nearest Train Station	12%	22%	38%	24%	5%	100%
(5) > 1 Mi to Nearest Train Station	16%	23%	47%	11%	3%	100%

Table A3: Average Block Group (BG) Demand for Child Care by Demographic and Economic Characteristics

- On average, a block group in Philadelphia has 81 children between the ages of zero to four and a commuter adjusted demand of 87.
- Block groups with elevated family poverty rates, lower income, moderate share of African American population, or near train stops tended to have elevated demand compared to the citywide average.

	Average Baseline Demand	Average Commuter Adjusted Demand	Average Maximum Potential Demand	Average Total Supply within ½ mile of BG
All BG	81	87	2906	1575
(1) <10% Family Poverty	65	80	2765	1248
(2) 10% - 20% Family Poverty	86	81	2696	1556
(3) 20% - 40% Family Poverty	87	84	2855	1738
(4) >40% Family Poverty	103	99	3429	1975
(1) <10% African American	68	84	2850	1002
(2) 10-25% African American	94	110	3547	1401
(3) 25-50% African American	98	103	3400	1508
(4) 50-75% African American	89	89	2772	1718
(5) 75-90% African American	90	82	2608	1994
(6) 90-100% African American	72	64	2457	2057
(1) Low Income < (50% AMI)	98	96	3464	2137
(2) Low-Middle Income (50% - 80% AMI)	89	85	2969	1854
(3) Middle Income (80% - 100% AMI)	95	88	2758	1594
(4) High Income (>100% AMI)	73	84	2743	1285
(1) 0.00-0.25 Mi to Nearest Train Station	72	116	3632	1961
(2) 0.25-0.50 Mi to Nearest Train Station	78	81	3110	1771
(3) 0.50-0.75 Mi to Nearest Train Station	81	74	2803	1592
(4) 0.75-1.00 Mi to Nearest Train Station	86	77	2592	1416
(5) > 1 Mi to Nearest Train Station	91	90	2344	1065

Table A4: Average Block Group (BG) Supply of Child Care by Demographic and Economic Characteristics

- On average, a block group in Philadelphia has two childcare sites and one certified sites. The average number of sites in predominantly African American block groups were slightly higher at three childcare sites and two certified sites.
- Access to high quality childcare is more frequently found within ½ mile of high poverty areas and low income areas.

	Average Number of Childcare Facilities in BG	Average Certified (OCDEL) supply Within 1/2 Mile of BG	Percent of Supply that is Certified	Average Number of Certified Sites in BG	Average Capacity in STAR 3 and STAR 4 Sites Within 1/2 Mile of BG	Percent of Total Supply Within 1/2 Mile of BG that is High Quality	Percent of Certified Within 1/2 Mile of BG that is High Quality
All BG	2	1220	77%	1	374	24%	31%
(1) <10% Family Poverty	2	952	76%	1	276	22%	29%
(2) 10% - 20% Family Poverty	2	1197	77%	1	345	22%	29%
(3) 20% - 40% Family Poverty	2	1351	78%	2	388	22%	29%
(4) >40% Family Poverty	2	1561	79%	2	575	29%	37%
(1) <10% African American	1	800	80%	1	260	26%	33%
(2) 10-25% African American	2	1147	82%	1	462	33%	40%
(3) 25-50% African American	2	1205	80%	1	415	28%	34%
(4) 50-75% African American	3	1333	78%	2	419	24%	31%
(5) 75-90% African American	3	1498	75%	2	364	18%	24%
(6) 90-100% African American	3	1531	74%	2	398	19%	26%
(1) Low Income < (50% AMI)	2	1710	80%	2	682	32%	40%
(2) Low-Middle Income (50% - 80% AMI)	2	1435	77%	2	414	22%	29%
(3) Middle Income (80% - 100% AMI)	2	1225	77%	2	346	22%	28%
(4) High Income (>100% AMI)	2	986	77%	1	282	22%	29%
(1) 0.00-0.25 Mi to Nearest Train Station	2	1555	79%	2	461	24%	30%
(2) 0.25-0.50 Mi to Nearest Train Station	2	1390	78%	1	423	24%	30%
(3) 0.50-0.75 Mi to Nearest Train Station	2	1216	76%	1	375	24%	31%
(4) 0.75-1.00 Mi to Nearest Train Station	2	1066	75%	1	327	23%	31%
(5) > 1 Mi to Nearest Train Station	2	812	76%	1	266	25%	33%

Table A5: Demographic/Economic Characteristics of Areas by Level of Demand

Table A5 should be read across each row. For example, of all block groups with a family poverty rate of 10 percent or less, 20 percent has very low demand. Demand classifications are based on percentile rank: Very Low Demand (0–10 percent); Low Demand (10-30 percent); Moderate Demand (30-70 percent); High Demand (70-90 percent) and Very High Demand (90-100 percent).

- Block groups with higher poverty rates tended to have high demand.
- Block groups that had a moderate level of African American population tended to have high demand.
- Block groups that were near train station tended to have high demand.

	Very Low Demand	Low Demand	Moderate Demand	High Demand	Very High Demand	Total
(1) <10% Family Poverty	20%	29%	29%	11%	11%	100%
(2) 10% - 20% Family Poverty	10%	21%	43%	21%	5%	100%
(3) 20% - 40% Family Poverty	5%	15%	51%	24%	5%	100%
(4) >40% Family Poverty	0%	9%	41%	31%	20%	100%
(1) <10% African American	20%	28%	29%	9%	14%	100%
(2) 10-25% African American	7%	10%	40%	22%	22%	100%
(3) 25-50% African American	8%	6%	29%	40%	17%	100%
(4) 50-75% African American	7%	20%	45%	24%	4%	100%
(5) 75-90% African American	6%	26%	42%	24%	2%	100%
(6) 90-100% African American	7%	24%	54%	15%	1%	100%
(1) 0.00-0.25 Mi to Nearest Train Station	11%	11%	36%	20%	21%	100%
(2) 0.25-0.50 Mi to Nearest Train Station	9%	17%	39%	20%	14%	100%
(3) 0.50-0.75 Mi to Nearest Train Station	9%	20%	38%	25%	7%	100%
(4) 0.75-1.00 Mi to Nearest Train Station	8%	18%	52%	19%	3%	100%
(5) > 1 Mi to Nearest Train Station	13%	32%	38%	14%	3%	100%

Table A6: Demographic/Economic Characteristics of Areas for Relative Shortages in Total, Certified, and High-Quality Child Care

Table A6 should be read across each row. For example, of all block groups with a family poverty rate of 10 percent or less, 17.0 percent has much larger than expected shortage.

- Block groups with high poverty rates tended to have expected gaps across all three supply measures.
- Although block groups with at least 75 percent African American population tended to have fewer gaps in total child care; gaps for predominantly African American areas were more severe for certified and high-quality child care.
- Most block groups farther than one mile from a train station tended to have high relative gaps in total supply, while the relative gaps in high-quality supply were less severe, suggesting that high-quality options are available in these areas.

	Much Larger than Expected Shortage	Larger than Expected Shortage	Expected Shortage	Less than Expected Shortage	Much Less than Expected Shortage	Total
ALL SUPPLY						
(1) <10% Family Poverty	17%	25%	36%	16%	7%	100%
(2) 10% - 20% Family Poverty	9%	19%	36%	22%	13%	100%
(3) 20% - 40% Family Poverty	6%	16%	45%	22%	12%	100%
(4) >40% Family Poverty	4%	16%	45%	25%	11%	100%
(1) <10% African American	24%	32%	36%	7%	0%	100%
(2) 10-25% African American	15%	33%	46%	7%	0%	100%
(3) 25-50% African American	8%	33%	46%	13%	1%	100%
(4) 50-75% African American	3%	13%	48%	28%	9%	100%
(5) 75-90% African American	2%	4%	37%	38%	19%	100%
(6) 90-100% African American	0%	2%	35%	35%	28%	100%
(1) 0.00-0.25 Mi to Nearest Train Station	4%	18%	43%	22%	14%	100%
(2) 0.25-0.50 Mi to Nearest Train Station	7%	15%	42%	26%	10%	100%
(3) 0.50-0.75 Mi to Nearest Train Station	10%	17%	41%	22%	11%	100%
(4) 0.75-1.00 Mi to Nearest Train Station	13%	19%	41%	15%	12%	100%
(5) > 1 Mi to Nearest Train Station	18%	33%	33%	11%	5%	100%
CERTIFIED SUPPLY						
(1) <10% Family Poverty	14%	18%	31%	18%	19%	100%
(2) 10% - 20% Family Poverty	9%	23%	36%	23%	9%	100%
(3) 20% - 40% Family Poverty	8%	21%	42%	24%	5%	100%
(4) >40% Family Poverty	5%	19%	59%	16%	1%	100%
(1) <10% African American	8%	15%	26%	19%	32%	100%
(2) 10-25% African American	5%	10%	42%	35%	9%	100%
(3) 25-50% African American	4%	19%	42%	31%	4%	100%
(4) 50-75% African American	16%	15%	43%	26%	1%	100%
(5) 75-90% African American	12%	33%	43%	13%	0%	100%
(6) 90-100% African American	17%	28%	49%	6%	0%	100%
(1) 0.00-0.25 Mi to Nearest Train Station	8%	21%	52%	14%	5%	100%
(2) 0.25-0.50 Mi to Nearest Train Station	7%	22%	43%	22%	7%	100%
(3) 0.50-0.75 Mi to Nearest Train Station	13%	21%	38%	20%	8%	100%
(4) 0.75-1.00 Mi to Nearest Train Station	11%	23%	38%	18%	10%	100%
(5) > 1 Mi to Nearest Train Station	12%	14%	29%	24%	21%	100%
HIGH QUALITY SUPPLY						
(1) <10% Family Poverty	16%	21%	27%	17%	19%	100%
(2) 10% - 20% Family Poverty	8%	15%	41%	28%	8%	100%
(3) 20% - 40% Family Poverty	8%	21%	46%	19%	6%	100%
(4) >40% Family Poverty	2%	21%	55%	20%	1%	100%
(1) <10% African American	20%	18%	22%	17%	23%	100%
(2) 10-25% African American	8%	14%	52%	20%	7%	100%
(3) 25-50% African American	6%	21%	47%	19%	6%	100%
(4) 50-75% African American	4%	21%	35%	32%	9%	100%
(5) 75-90% African American	14%	21%	51%	13%	2%	100%
(6) 90-100% African American	4%	24%	44%	21%	6%	100%
(1) 0.00-0.25 Mi to Nearest Train Station	5%	36%	39%	15%	5%	100%
(2) 0.25-0.50 Mi to Nearest Train Station	10%	23%	45%	18%	5%	100%
(3) 0.50-0.75 Mi to Nearest Train Station	9%	19%	48%	20%	6%	100%
(4) 0.75-1.00 Mi to Nearest Train Station	12%	12%	40%	31%	5%	100%
(5) > 1 Mi to Nearest Train Station	15%	9%	26%	20%	30%	100%

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