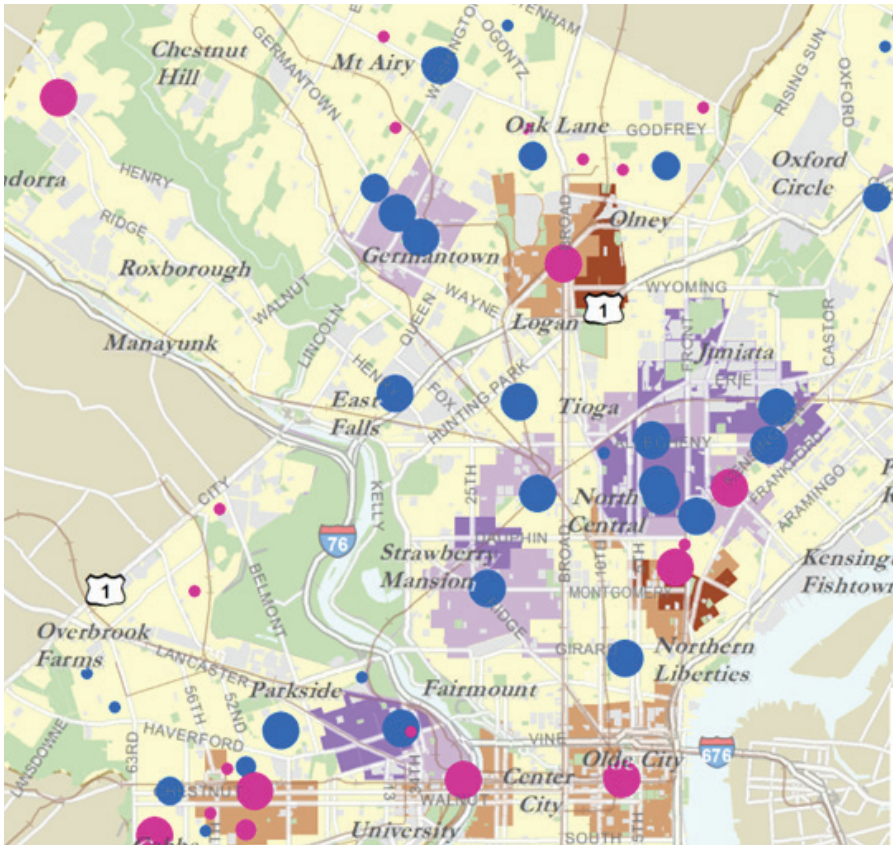
REINVESTMENT FUND

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

Prepared by **REINVESTMENT FUND**

Published **MAY 2016**



RESEARCH CONDUCTED BY

Policy Solutions at Reinvestment Fund

Bill Schrecker, Research Analyst
Ira Goldstein, President

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

In 2014, Reinvestment Fund analyzed the supply and demand for child care in Philadelphia and identified areas of the city where targeted investments could help address the shortage of high-quality child care. Now in the second year, we updated the original analysis to track changes over time in the supply, demand, and shortage of child care. To provide greater access to the research results, Reinvestment Fund created an interactive online tool, located at www.childcaremap.org. The tool identifies neighborhoods where high-quality child care is scarce in absolute and relative terms, while also giving funders, practitioners, and child care advocates better data on where resources and intervention are needed.

As was the case in 2014, no single data source can adequately model the supply and quality of child care; nor is there any single dataset which can project the demand for child care services. To estimate supply and demand, Reinvestment Fund uses statistically derived estimates built from multiple sources of data. The data sources, statistical and spatial methodologies used in this report are based on established methodology from the initial 2014 study, supported by and developed alongside the project's advisory group, which included local early childhood experts in Philadelphia.

Echoing the 2014 results, the 2015 update did not find a substantial gap between the total supply of child care and the demand for care across the city. However, while certain neighborhoods saw improvements in the provision of child care over the past year of study, a shortage of certified and high-quality child care options still exists in many areas of the city.

Estimating the Supply of Child Care

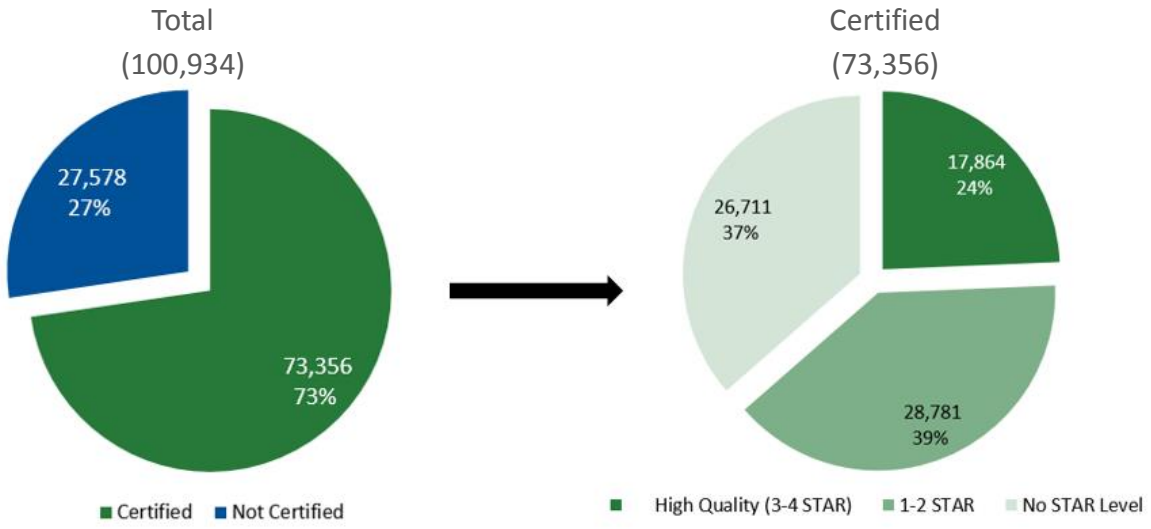
Across Philadelphia, Reinvestment Fund estimated that the total supply of child care remained relatively constant from 2014 to 2015, with a less than 1% growth in seats, totaling over 100,900 estimated seats in the city. Of those, slightly more than 73,000 seats are certified with the Office of Child Development and Early Learning (OCDEL). This represents a 3.1% increase in the share of certified seats from the past year. Of those certified, 17,800 (24%) are rated as being of high-quality, STAR 3 or STAR 4 according to OCDEL's Keystone STARS performance standards—a 3.5% increase in the share of certified seats from the year prior. Thirty-nine percent, or an estimated 28,700 certified seats have a lower quality rating (STAR 1 or STAR 2) and an estimated 26,700 (36%) do not have any quality rating. (See tables 1 & 2.)

Estimated Supply of Childcare	Total Seats	% of All Seats	Change from 2014	
			#	%
Certified	73,356	72.7%	3,156	3.1%
High Quality (3-4 STAR)	17,864	17.7%	3,227	3.2%
1-2 STAR	28,781	28.5%	-2,353	-2.4%
No STAR Level	26,711	26.5%	2,282	2.3%
Not Certified	27,578	27.3%	-3,028	-3.1%
Total Seats	**100,934**		**128**	

Table 1: Estimated Supply of Total Childcare

Estimated Supply of Certified Childcare	Total Seats	Share of Certified Seats	Change in Share of Certified
High Quality (3-4 STAR)	17,864	24.4%	3.5%
1-2 STAR	28,781	39.2%	-5.2%
No STAR Level	26,711	36.4%	1.6%
Total Certified Seats	**73,356**	100.0%	

Table 2: Estimated Supply of Certified Childcare



These estimates are the maximum potential supply of child care seats, if every center enrolled at full capacity. Overall, the highest supply of child care is found to be close to major public transportation routes. We continue to see that the availability of certified, high-quality care is greater in areas with higher rates of poverty and lower incomes. On average, block groups where less than 10% of the population was African American had the lowest supply of certified, high-quality care. This is similar to the pattern observed in 2014.

Estimating the Need for Child Care

According to 2015 population projections from Nielsen, 105,800 children under the age of five live in Philadelphia. Using this baseline projection for demand, Reinvestment Fund analyzed data from a variety of sources about where people live and work, as well as household size, income and family composition to consider family travel patterns that may affect demand for child care. Analyses suggest that 9,200 resident children travel with adults to child care located outside of the city near a parent's place of work. In addition, we estimate that 16,400 children who live outside the city travel with parents to child care in the city. This yields a maximum potential demand for 113,000 child care seats in the city of Philadelphia.[1] This figure represents an increase in demand of 4.9% for child care seats since the 2014 childcare analysis. Note, this figure captures changes between 2010 Census and 2015 Nielsen projections of children aged 0-4, as well as changes in the number of workers in Philadelphia reflected in Census Longitudinal Employer-Household Dynamics (LEHD) data from 2010 to 2012.

When considering demand in the context of demographics and transportation, trends regarding demand remain consistent over time. Areas with lower median incomes and higher poverty rates are more likely to be in higher demand categories than less impoverished places. We find areas near train stops still tend to generate higher demand than areas farther away, as was the case in the 2014 study.

Identifying Areas of Particular Child Care Needs

After estimating the supply and demand for child care, the final step was to model places where shortages exist. Understanding the geographic distribution of shortages can help guide programmatic or investment activity to benefit areas of concern. Details of the methodology used to estimate the gap between supply and demand can be found in the original 2014 analysis, available at childcaremap.org.

Shortage in total supply – The total demand for child care in Philadelphia is greater than the total supply. Reinvestment Fund estimated an overall demand for approximately 113,000 slots in the city and a supply of approximately 100,900. Overall, this translated into a shortage across the city of 12,100 child care slots. Places where these shortages were highest in the 2014 analysis tended to be the same areas in the 2015 study, including in the major employment centers (Center City, University City, near Philadelphia International Airport), along the River Wards (Kensington and Port Richmond), and throughout Northeast Philadelphia.

As noted in 2014, areas with the largest shortages were not necessarily the poorest parts of the city, which typically have both high demand and high supply. This trend continued in the updated analysis.

[1] We estimated that 33% of children of working parents in a given block group will seek child care services near their place of work. This estimate was informed by two studies, a report from the U.S. Census Bureau using the Survey of Income and Program Participation, and a report on the child care arrangements of working parents in Cook County Illinois.

Areas with the largest shortage were concentrated in the northeast part of the city around the Delaware River Wards and in parts of Southwest and South Philadelphia.

When examining changes over time, areas which had substantial declines in the shortage of total supply include Center City, Olney, and West Oak Lane. In contrast, the shortage of total supply grew in other areas, such as University City, Overbrook Farms, and parts of the far Northeast including sections of the Bustleton and Somerton neighborhoods.

Shortage in certified supply – The largest shortages in certified slots continue to be concentrated in Center City, University City, Mount Airy, and portions of the Northeast. We see a continued trend that block groups closest to train stations are still more likely to have shortages in certified child care slots.

Some areas saw an improvement in certified supply over the past year. These include the neighborhoods of Point Breeze, Overbrook Farms, and Port Richmond. While some neighborhoods improved, others saw their shortage of certified supply increase, including Pennsport, East Falls, and sections of North Philadelphia/Strawberry Mansion.

Shortage in high-quality supply – Areas with the largest shortages in high-quality child care slots remain similar to those areas with larger shortages in total supply, including Center City, University City, and sections of the Northeast. Because there are fewer high-quality child care slots overall, the shortage in high-quality care is greater than the overall shortage of child care in Philadelphia.

Factors that Contribute to Increasing or Decreasing Shortages in High-Quality Childcare Supply	
Factors that ***increase*** **shortage in the supply of high-quality childcare…**	Factors that ***shrink*** **shortage in the supply of high-quality childcare…**
Operators *close* a high-quality center	Operators *open* a new high-quality center
A previously high performing center receives a *lower* rating	A previously low performing center receives a *higher* rating
An existing center *shrinks* to accepts fewer students	An existing center *expands* to accept more students
More parents work nearby and bring children to work with them	*Fewer* parents work nearby and bring children to work with them
New families *move in* to an area	Existing families *move out* of an area

Although there remains a shortage of high-quality child care overall, certain areas saw a decline in the shortage of high-quality slots between 2014 and 2015. For instance, areas that saw a decrease in the shortage of high-quality child care include the Mantua neighborhood and parts of the Northeast, including Torresdale, Holmesburg, and Mayfair. It is also notable that the shortage of high-quality seats grew in a few areas from the 2014 analysis. These include Southwest Philadelphia, Bustleton, Olney, and Andorra neighborhoods.

To visualize changes in high-quality supply over time (2014 to 2015), Figure 1 displays areas with changes in high-quality supply as a thematic map layer (purple to brown scale) and also maps the location of high-quality suppliers with changes to their STAR 3 or STAR 4 rating since the 2014 study. More details describing the quantitative ranges of change in the high-quality supply, total supply, total demand, and the gaps between supply and demand can be found at Childcaremap.org.

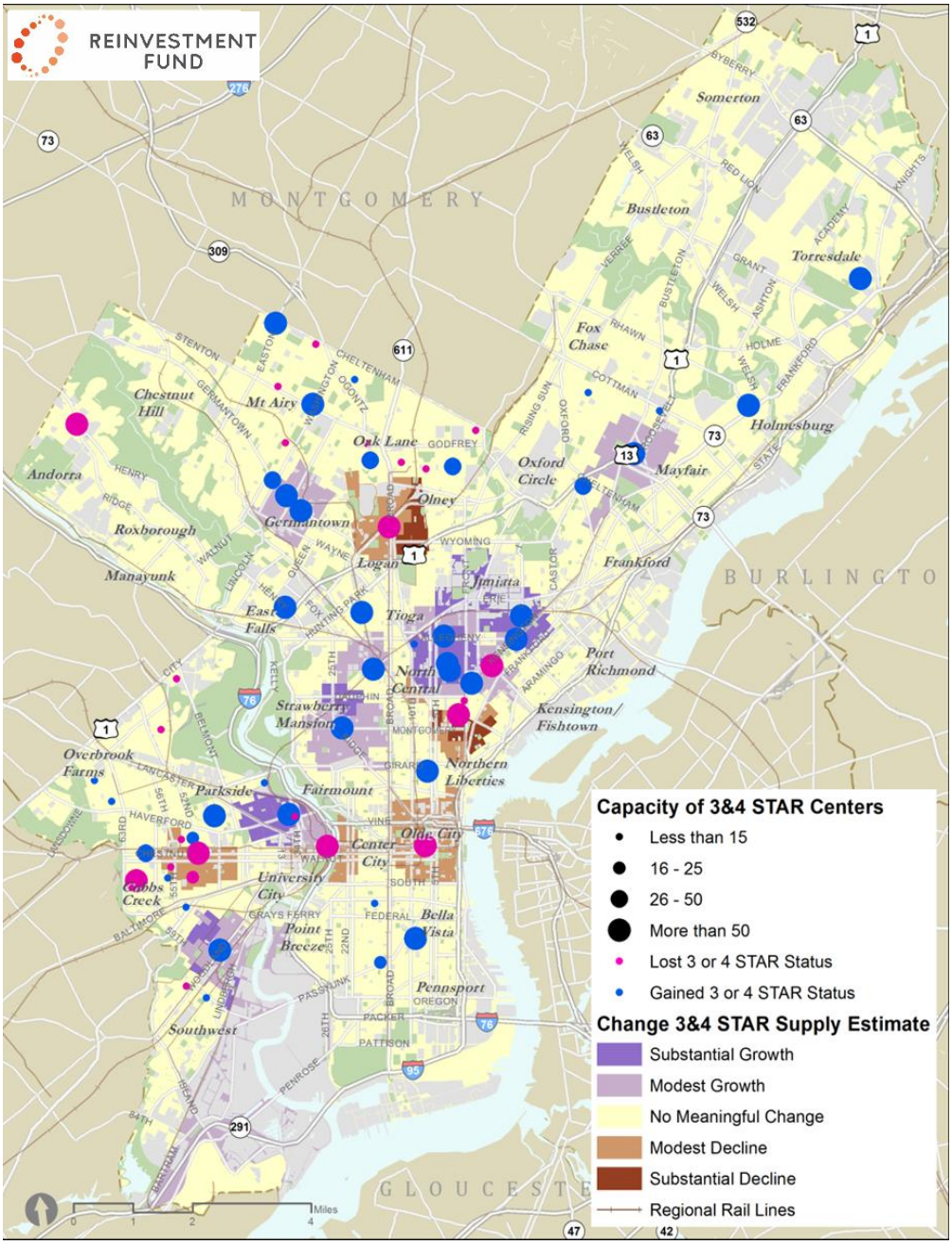


Figure 1: Changes in Certified High-Quality (OCDEL) Child Care STAR 3 and STAR 4 Ratings with Changes in Supply Estimates for High-Quality Child Care (2014 to 2015)

Conclusions

The 2015 analysis updates the estimated supply, demand and shortage figures for child care in Philadelphia from Reinvestment Fund's initial 2014 analysis. With the accompanying portal at Childcaremap.org, this latest release builds on the baseline figures from the 2014 study and shows changes over the past year for supply and demand, as well as shortage, for neighborhoods throughout the city.

While the overall supply of child care across Philadelphia generally tracks with demand, various challenges and barriers still exist for neighborhoods and job centers looking to provide families with child care options, especially high-quality options. Changes over the past year demonstrate an uptick in the number of high-quality seats at a citywide level, but such changes were not uniform across all neighborhoods, with a few areas experiencing a decline in high-quality child care options.

The annual update to this analysis provides a longitudinal view of changes in the overall supply and demand in child care in Philadelphia, and allows for the ongoing use of evidence-based and data-driven planning for policymakers, investors and practitioners alike.

Data Sources

Reinvestment Fund used the following data sources to approximate supply and demand.

SUPPLY SOURCES	2014 Analysis	2015 Update
Pennsylvania Office of Child Development and Early Learning (OCDEL)	June 2013	Dec 2014
Philadelphia School District Head Start and Partner Sites	Sept 2013	Nov 2014
PA Department of Education (PDE) License and Enrollment data for Pre-K	June 2013	Nov 2014
National Establishment Time Series (NETS)	2011	2012
InfoUSA	2012	2014

DEMAND SOURCES	2014 Analysis	2015 Update
Pop. 0-4	2010 Census	Nielsen Population Estimates, 2015
Adult Working Pop.	2010 Census Longitudinal Employer Household Dynamics	2012 Census Longitudinal Employer-Household Dynamics
Poverty & Demo.	2011 Census American Community Survey (ACS)	2013 Census American Community Survey (ACS)

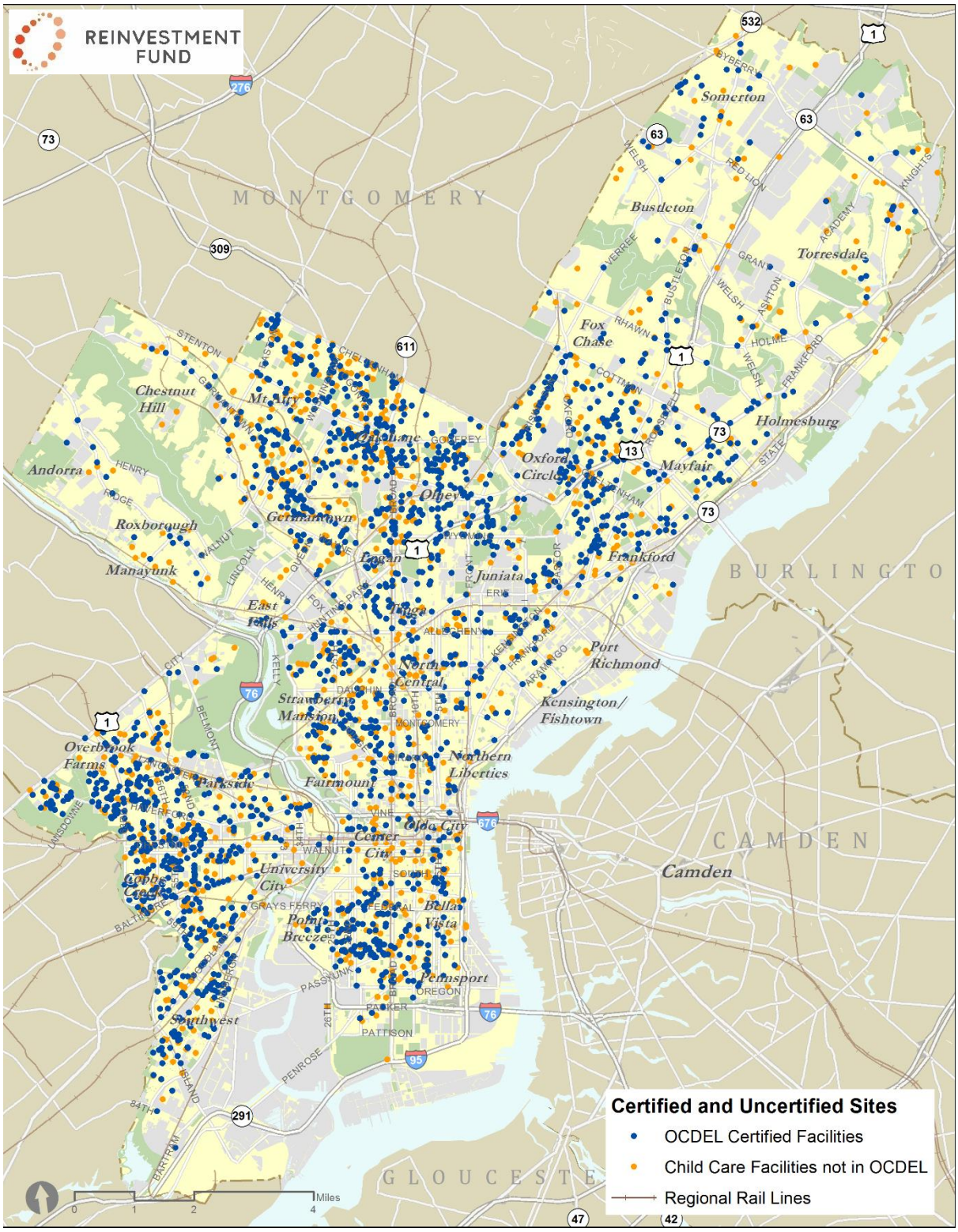


Figure 2: Certified (OCDEL) Child Care Sites and Uncertified Child Care Sites (2015)

	Block Group Supply Level					
	Very Low Supply	Low Supply	Moderate Supply	High Supply	Very High Supply	Total
All Supply						
(1) <10% Family Poverty	18.1%	26.2%	35.0%	14.1%	6.6%	100.0%
(2) 10% - 20% Family Poverty	12.3%	18.0%	39.9%	21.9%	7.9%	100.0%
(3) 20% - 40% Family Poverty	4.5%	17.8%	44.4%	20.3%	13.0%	100.0%
(4) >40% Family Poverty	0.4%	12.8%	42.9%	30.1%	13.7%	100.0%
(1) <10% African American	29.4%	30.6%	24.8%	11.8%	3.3%	100.0%
(2) 10-25% African American	11.6%	30.2%	37.2%	13.1%	8.0%	100.0%
(3) 25-50% African American	4.1%	24.0%	50.5%	14.8%	6.6%	100.0%
(4) 50-75% African American	1.5%	16.9%	50.0%	20.6%	11.0%	100.0%
(5) 75-90% African American	2.2%	11.8%	39.0%	29.4%	17.6%	100.0%
(6) 90-100% African American	0.3%	5.4%	46.8%	31.2%	16.2%	100.0%
(1) Distance to Nearest Train Stop 0.00_0.25 Mi	5.0%	8.1%	39.4%	26.2%	21.3%	100.0%
(2) Distance to Nearest Train Stop 0.25_0.50 Mi	6.5%	13.9%	37.3%	28.9%	13.4%	100.0%
(3) Distance to Nearest Train Stop 0.50_0.75 Mi	6.3%	24.2%	38.7%	22.5%	8.3%	100.0%
(4) Distance to Nearest Train Stop 0.75_1.00 Mi	12.4%	21.0%	49.5%	14.0%	3.2%	100.0%
(5) Distance to Nearest Train Stop > 1 Mi	22.3%	32.7%	38.8%	3.5%	2.7%	100.0%
Certified Supply						
(1) <10% Family Poverty	18.1%	26.0%	37.3%	12.2%	6.4%	100.0%
(2) 10% - 20% Family Poverty	11.0%	21.9%	37.3%	22.4%	7.5%	100.0%
(3) 20% - 40% Family Poverty	4.8%	17.3%	43.1%	22.1%	12.8%	100.0%
(4) >40% Family Poverty	0.4%	11.1%	42.9%	30.5%	15.0%	100.0%
(1) <10% African American	28.2%	31.2%	28.5%	10.0%	2.1%	100.0%
(2) 10-25% African American	11.6%	27.1%	37.7%	13.1%	10.6%	100.0%
(3) 25-50% African American	4.1%	24.5%	42.3%	23.5%	5.6%	100.0%
(4) 50-75% African American	1.5%	13.2%	48.5%	24.3%	12.5%	100.0%
(5) 75-90% African American	2.9%	12.5%	38.2%	27.2%	19.1%	100.0%
(6) 90-100% African American	0.6%	8.1%	48.6%	27.3%	15.3%	100.0%
(1) Distance to Nearest Train Stop 0.00_0.25 Mi	5.4%	9.0%	38.9%	25.8%	20.8%	100.0%
(2) Distance to Nearest Train Stop 0.25_0.50 Mi	6.3%	13.9%	37.6%	28.3%	13.9%	100.0%
(3) Distance to Nearest Train Stop 0.50_0.75 Mi	6.3%	21.5%	39.7%	24.2%	8.3%	100.0%
(4) Distance to Nearest Train Stop 0.75_1.00 Mi	10.2%	24.2%	50.5%	12.4%	2.7%	100.0%
(5) Distance to Nearest Train Stop > 1 Mi	23.5%	33.1%	36.9%	3.8%	2.7%	100.0%
High Quality Supply						
(1) <10% Family Poverty	19.2%	20.3%	41.8%	12.8%	6.0%	100.0%
(2) 10% - 20% Family Poverty	13.2%	21.5%	43.0%	21.1%	1.3%	100.0%
(3) 20% - 40% Family Poverty	6.5%	15.5%	43.6%	22.8%	11.5%	100.0%
(4) >40% Family Poverty	4.0%	15.0%	29.6%	27.9%	23.5%	100.0%
(1) <10% African American	28.5%	16.4%	38.5%	11.5%	5.2%	100.0%
(2) 10-25% African American	7.0%	22.6%	34.7%	17.1%	18.6%	100.0%
(3) 25-50% African American	10.2%	15.3%	38.8%	21.9%	13.8%	100.0%
(4) 50-75% African American	10.3%	18.4%	33.1%	20.6%	17.6%	100.0%
(5) 75-90% African American	8.1%	23.5%	35.3%	25.0%	8.1%	100.0%
(6) 90-100% African American	1.2%	16.8%	51.1%	25.5%	5.4%	100.0%
(1) Distance to Nearest Train Stop 0.00_0.25 Mi	7.2%	10.9%	47.5%	17.2%	17.2%	100.0%
(2) Distance to Nearest Train Stop 0.25_0.50 Mi	10.1%	15.3%	37.3%	23.7%	13.6%	100.0%
(3) Distance to Nearest Train Stop 0.50_0.75 Mi	15.2%	16.9%	37.7%	20.2%	9.9%	100.0%
(4) Distance to Nearest Train Stop 0.75_1.00 Mi	14.0%	22.0%	35.5%	23.7%	4.8%	100.0%
(5) Distance to Nearest Train Stop > 1 Mi	13.1%	26.9%	44.2%	13.1%	2.7%	100.0%

Table 3: Demographic/Economic Characteristics of Areas for Total, Certified, and STAR-3 or STAR-4 Center Supply

	1	2	3	4	5	6	7	8	9	10	11
Poverty / Race / Income / Distance	Average Number of Children <5 in BG	Average Number of Children <5 in BG (33% Allocation)	Average Number of Children <5 Within 1/2 Mile of BG (33% Allocation)	Average Total Supply Within 1/2 Mile of BG	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	79	85	2825	1655	2.3	1198	72.4%	1.4	286	17.3%	23.9%
(1) <10% Family Poverty	69	80	2698	1368	1.8	971	71.0%	1	215	15.7%	22.1%
(2) 10% - 20% Family Poverty	77	76	2506	1609	2.5	1163	72.3%	1.5	220	13.7%	18.9%
(3) 20% - 40% Family Poverty	86	85	2922	1818	2.7	1320	72.6%	1.7	316	17.4%	23.9%
(4) >40% Family Poverty	95	91	3185	2023	2.5	1498	74.0%	1.6	444	21.9%	29.6%
(1) <10% African American	68	85	2769	1077	1.2	756	70.2%	0.6	191	17.7%	25.3%
(2) 10-25% African American	91	106	3400	1457	1.8	1094	75.1%	1.1	360	24.7%	32.9%
(3) 25-50% African American	94	99	3288	1577	2.2	1185	75.1%	1.4	334	21.2%	28.2%
(4) 50-75% African American	85	86	2714	1814	3	1391	76.7%	1.9	331	18.2%	23.8%
(5) 75-90% African American	87	78	2538	2076	3.6	1525	73.5%	2.3	290	14.0%	19.0%
(6) 90-100% African American	70	63	2421	2160	3	1498	69.4%	1.9	291	13.5%	19.4%
(1) Low Income (< 50% AMI)	87	86	3233	2253	2.6	1674	74.3%	1.7	532	23.6%	31.8%
(2) Low-Middle Income (50% - 80% AMI)	84	80	2954	1851	2.4	1349	72.9%	1.5	319	17.2%	23.6%
(3) Middle Income (80% - 100% AMI)	83	77	2759	1761	2.6	1286	73.0%	1.7	271	15.4%	21.1%
(4) High Income (80% - 100% AMI)	75	85	2632	1341	2.1	950	70.8%	1.2	201	15.0%	21.2%
(1) Distance to Nearest Train Stop 0.00-0.25 Mi	70	107	3440	2132	2.6	1536	72.0%	1.6	365	17.1%	23.8%
(2) Distance to Nearest Train Stop 0.25-0.50 Mi	75	81	2997	1908	2.4	1401	73.4%	1.5	334	17.5%	23.8%
(3) Distance to Nearest Train Stop 0.50-0.75 Mi	80	74	2742	1658	2.3	1217	73.4%	1.5	283	17.1%	23.3%
(4) Distance to Nearest Train Stop 0.75-1.00 Mi	83	76	2564	1437	2.1	1017	70.8%	1.4	240	16.7%	23.6%
(5) Distance to Nearest Train Stop > 1 Mi	89	91	2345	1046	1.9	735	70.3%	1.1	191	18.3%	26.0%

Table 4: Average Supply of and Demand for Child Care by the Demographic and Economic Characteristics of Areas

	Block Group Level of Demand					
	Very Low Demand	Low Demand	Moderate Demand	High Demand	Very High Demand	Total
(1) <10% Family Poverty	18.6%	28.1%	30.3%	11.3%	11.7%	100.0%
(2) 10% - 20% Family Poverty	13.2%	19.7%	43.9%	20.2%	3.1%	100.0%
(3) 20% - 40% Family Poverty	3.3%	17.0%	47.1%	24.8%	7.8%	100.0%
(4) >40% Family Poverty	1.8%	8.4%	44.7%	29.6%	15.5%	100.0%
(1) <10% African American	20.9%	26.7%	27.0%	11.2%	14.2%	100.0%
(2) 10-25% African American	6.5%	10.6%	37.7%	25.6%	19.6%	100.0%
(3) 25-50% African American	7.7%	6.1%	29.1%	40.8%	16.3%	100.0%
(4) 50-75% African American	6.6%	20.6%	50.0%	17.6%	5.1%	100.0%
(5) 75-90% African American	5.1%	27.9%	39.7%	24.3%	2.9%	100.0%
(6) 90-100% African American	6.3%	23.7%	56.8%	12.3%	0.9%	100.0%
(1) Distance to Nearest Train Stop 0.00_0.25 Mi	11.3%	12.7%	35.7%	19.0%	21.3%	100.0%
(2) Distance to Nearest Train Stop 0.25_0.50 Mi	9.3%	16.9%	39.2%	20.7%	13.9%	100.0%
(3) Distance to Nearest Train Stop 0.50_0.75 Mi	8.6%	20.2%	39.7%	24.8%	6.6%	100.0%
(4) Distance to Nearest Train Stop 0.75_1.00 Mi	8.1%	18.3%	51.1%	18.3%	4.3%	100.0%
(5) Distance to Nearest Train Stop > 1 Mi	13.5%	31.2%	36.9%	15.4%	3.1%	100.0%

Table 5: Demographic/Economic Characteristics of Areas for Levels of Demand

	Block Group Shortage Level					
	Much Larger than Expected Shortage	Larger than Expected Shortage	Expected Shortage	Less than Expected Shortage	Much Less than Expected Shortage	Total
All Supply Shortages						
(1) <10% Family Poverty	15.4%	23.5%	39.0%	13.0%	9.2%	100.0%
(2) 10% - 20% Family Poverty	11.4%	16.7%	36.0%	25.0%	11.0%	100.0%
(3) 20% - 40% Family Poverty	6.0%	19.3%	42.1%	21.1%	11.5%	100.0%
(4) >40% Family Poverty	3.1%	16.8%	42.9%	28.8%	8.4%	100.0%
(1) <10% African American	23.6%	31.8%	37.9%	6.4%	0.3%	100.0%
(2) 10-25% African American	14.6%	34.7%	44.7%	6.0%	0.0%	100.0%
(3) 25-50% African American	9.2%	27.0%	48.0%	11.7%	4.1%	100.0%
(4) 50-75% African American	2.2%	12.5%	51.5%	21.3%	12.5%	100.0%
(5) 75-90% African American	2.2%	10.3%	30.1%	36.8%	20.6%	100.0%
(6) 90-100% African American	0.3%	2.1%	34.2%	39.6%	23.7%	100.0%
(1) Distance to Nearest Train Stop 0.00-0.25 Mi	3.6%	13.6%	40.7%	27.6%	14.5%	100.0%
(2) Distance to Nearest Train Stop 0.25-0.50 Mi	6.5%	14.7%	42.0%	26.4%	10.4%	100.0%
(3) Distance to Nearest Train Stop 0.50-0.75 Mi	10.3%	16.2%	43.4%	21.2%	8.9%	100.0%
(4) Distance to Nearest Train Stop 0.75-1.00 Mi	11.8%	21.0%	43.5%	14.5%	9.1%	100.0%
(5) Distance to Nearest Train Stop > 1 Mi	18.8%	36.5%	30.0%	6.9%	7.7%	100.0%
Certfied Supply Shortages						
(1) <10% Family Poverty	11.9%	20.0%	33.5%	16.2%	18.3%	100.0%
(2) 10% - 20% Family Poverty	8.3%	24.6%	36.4%	21.9%	8.8%	100.0%
(3) 20% - 40% Family Poverty	10.8%	18.3%	44.1%	21.6%	5.3%	100.0%
(4) >40% Family Poverty	6.6%	18.1%	49.6%	23.9%	1.8%	100.0%
(1) <10% African American	12.1%	17.9%	22.7%	21.8%	25.5%	100.0%
(2) 10-25% African American	8.0%	11.6%	37.2%	28.6%	14.6%	100.0%
(3) 25-50% African American	4.6%	16.8%	42.9%	30.6%	5.1%	100.0%
(4) 50-75% African American	6.6%	14.0%	40.4%	33.1%	5.9%	100.0%
(5) 75-90% African American	10.3%	16.9%	56.6%	14.7%	1.5%	100.0%
(6) 90-100% African American	13.8%	32.4%	49.8%	3.9%	0.0%	100.0%
(1) Distance to Nearest Train Stop 0.00-0.25 Mi	12.2%	24.9%	46.6%	12.7%	3.6%	100.0%
(2) Distance to Nearest Train Stop 0.25-0.50 Mi	9.8%	16.9%	45.5%	21.8%	6.0%	100.0%
(3) Distance to Nearest Train Stop 0.50-0.75 Mi	7.3%	19.2%	40.1%	24.5%	8.9%	100.0%
(4) Distance to Nearest Train Stop 0.75-1.00 Mi	11.8%	19.4%	37.6%	16.7%	14.5%	100.0%
(5) Distance to Nearest Train Stop > 1 Mi	10.4%	21.5%	28.1%	20.8%	19.2%	100.0%
High Quality Supply Shortages						
(1) <10% Family Poverty	15.8%	20.0%	28.4%	18.6%	17.3%	100.0%
(2) 10% - 20% Family Poverty	11.4%	20.2%	43.0%	14.9%	10.5%	100.0%
(3) 20% - 40% Family Poverty	5.8%	20.3%	46.6%	21.6%	5.8%	100.0%
(4) >40% Family Poverty	4.0%	18.6%	49.6%	25.7%	2.2%	100.0%
(1) <10% African American	21.8%	19.7%	22.1%	14.2%	22.1%	100.0%
(2) 10-25% African American	6.0%	19.1%	45.2%	21.1%	8.5%	100.0%
(3) 25-50% African American	10.2%	17.9%	48.5%	16.8%	6.6%	100.0%
(4) 50-75% African American	10.3%	22.8%	32.4%	30.9%	3.7%	100.0%
(5) 75-90% African American	8.1%	19.9%	58.1%	11.8%	2.2%	100.0%
(6) 90-100% African American	1.2%	20.7%	45.3%	25.8%	6.9%	100.0%

Table 6:
Demographic/Economic Characteristics of Areas for Shortage in Total, Certified, and STAR 3- or STAR 4-Rated Child Care

Reinvestment Fund has published a range of reports related to education and market impact. For details, please visit our Policy Publications site at:

WWW.REINVESTMENT.COM/IMPACT/RESEARCH-PUBLICATIONS

AUGUST 2007

Estimating the Percentage of Students Income-Eligible For Free and Reduced Price Lunch

DECEMBER 2009

School Quality and Housing Prices

AUGUST 2014

Strategic Property Code Enforcement and its Impacts on Surrounding Markets

APRIL 2015

2014 Analysis of Limited Supermarket Access

REINVESTMENT FUND

www.reinvestment.com
www.policymap.com

REINVESTMENT FUND is a catalyst for change in low-income communities. We integrate data, policy and strategic investments to improve the quality of life in low-income neighborhoods.

PHILADELPHIA
1700 Market Street, 19th floor
Philadelphia, PA 19103
TEL 215.574.5800 FAX 215.574.5900

BALTIMORE
1707 North Charles Street, Suite 200B
Baltimore, MD 21201
TEL 410.783.1110 FAX 410.637.8265

real estate | early education | healthcare | healthy food | housing | k-12 education | data & analysis | sustainable energy

Reinvestment Fund is an equal opportunity provider.