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Full memo + interactive map: **bpn-oz-analysis.netlify.app**

THE CASE IN BRIEF

Opportunity Zone Next-Round Designations: A TOD-Aligned Ranking of Philadelphia's 218 Eligible Tracts

Philadelphia has 82 Opportunity Zones today, and the next round arrives in 2027 under new federal rules. Where Philadelphia spends its share — and how forcefully it defends its allocation — will determine whether the next decade of OZ capital lands in Philly neighborhoods where these incentives will work to create new homes and businesses.

1
Put OZs near transit.
Two-thirds of Philadelphia's recent regional job growth happened within ¾ mile of a rail station. Compounds federal capital with the city's existing infrastructure.

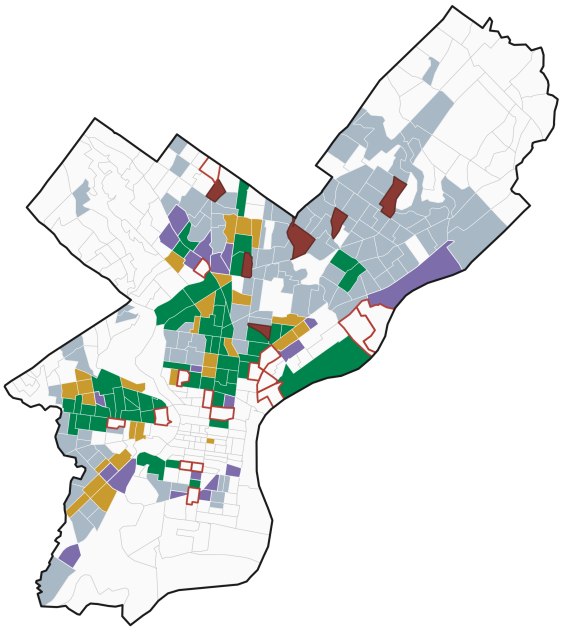
2
Put OZs near jobs.
OZs are most useful in places workers can already reach. Strong transit access to regional employment broadens who benefits from new development.

3
Put OZs where building is happening.
Recent permits and new businesses signal markets that can absorb capital. Designating active corridors keeps OZ-driven investment where it can actually produce supply.

54
Currently-designated tracts to keep (**redesignations**)

28
Newly-eligible tracts to add (**high-signal newcomers**)

16
Strategic swap candidates (**corridor completion, capital pipelines, public-sector initiatives**)



Interactive map at **bpn-oz-analysis.netlify.app**

2027 Opportunity Zones

Research Brief

Full per-tract data + interactive ranking tool:
bpn-oz-analysis.netlify.app

Six tracts we recommend dropping

The median redesignation tract saw **75** permits + new business licenses over the last three years. These six came in below the median newcomer. (Two more currently-designated tracts — Penrose Plaza (056) and Tacony waterfront (381) — also land below the median, but are treated as strategic swap candidates.)

TRACT	SCORE	STATION	3-YR PERMITS + BIZ LICENSES
030900	17.2	Cheltenham	**22** · 1.1 mi from rail · bottom quintile on all three signals
026500	27.6	Washington Lane	**57** · 1.0 mi from rail · bottom-quintile transit + jobs
033400	32.4	Ryers	**60** · 1.9 mi from rail · only 5 housing permits in 7 years of OZ status
028400	32.6	Wyoming	**42** · 0.52 mi from rail · weak signals across the board
029100	37.7	Olney	**61** · 0.83 mi from rail · weak signals across the board
026800	40.2	Melrose Park	**47** · 0.63 mi from rail · weak door-to-door jobs access

Sixteen strategic swap candidates

Several tracts outside the composite top 28 still warrant consideration on TOD-corridor completion, capital project pipelines, or priority public-sector initiative grounds. They pair with the algorithmic 82-tract slate as swap-ins. Fourteen are on the IRS official LIC list; two (Tract 30.02 / Tasker-Morris and Tract 238 / Tulpehocken) would require a § 5.04 nomination — both validated as Strong A+B near-misses in the accompanying Section 5.04 screen.

- **South Broad BSL corridor** (3 tracts, Ellsworth-Federal → Snyder)
- **Kensington Ave / MFL corridor** (2 tracts, Somerset + Tioga)
- **Logan Triangle / N Broad BSL** (2 tracts — overlaps Mayor's modular housing factory site)
- **Germantown Regional Rail corridor** (4 tracts on the Chestnut Hill West line — Germantown Town Hall restoration in motion)
- **Route 15 Girard Av trolley corridor** (2 tracts extending the Girard Av OZ chain)
- **Lower Schuylkill Innovation Campus** (PIDC pipeline)
- **Penrose Plaza / Eastwick** (SEPTA Trolley Modernization)
- **Delaware River waterfront / Tacony-Palmyra Bridge** (industrial)

Full per-tract detail at **bpn-oz-analysis.netlify.app**.

Process and timeline

WHEN	WHAT HAPPENS
July 1, 2026	90-day nomination window opens (a 30-day extension is available)
Oct. 7, 2026	State releases a draft map: 208 tracts, 10 slots held open
Late October 2026	Pennsylvania submits its final 218 nominations to U.S. Treasury, 47 of them in Philadelphia
By Dec. 27, 2026	Treasury certifies the new designations (latest deadline)
January 1, 2027	New OZs take effect; 2017 OZs sunset Dec 31, 2028

What we're asking for

- **The Parker administration:** put forward a slate that pairs transit access with development momentum. Be willing to drop the six weakest 2017 designations rather than redesignate by default.
- **Governor Shapiro:** preserve Philadelphia's share of statewide designations rather than cut it proportionally with the overall reduction. Philadelphia is where Pennsylvania's transit-served, development-ready tracts are concentrated.
- **City Council and the administration:** pair the OZ slate with expanded TOC coverage and the city's affordability toolkit. Don't add new MIZ to OZ tracts; do examine deterrent effects of existing MIN overlays on OZ-eligible tracts.
- **Stakeholders and advocates:** this analysis is open data. Use it, challenge the weights, and press for a slate that reflects where Philly is actually building.

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