

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 $\frac{3}{4}$ 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

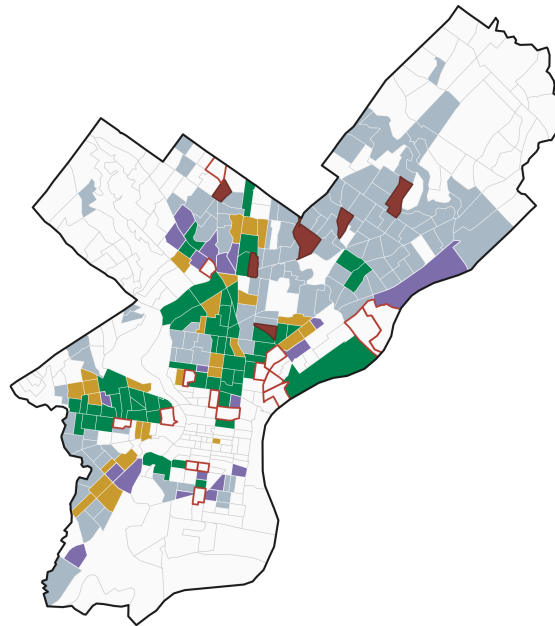
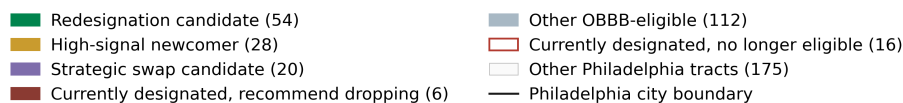
Currently-designated tracts to keep (redesignations)

28

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

20

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



Interactive map at 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	13.3	Cheltenham	22 · 1.1 mi from rail · bottom decile on all three signals
033400	26.3	Ryers	60 · 1.9 mi from rail · only 5 housing permits in 7 years of OZ status
026500	28.2	Washington Lane	57 · 1.0 mi from rail · bottom-quartile transit + jobs
029100	34.0	Olney	61 · 0.83 mi from rail · weak signals across the board
028400	36.4	Wyoming	42 · 0.52 mi from rail · weak signals across the board
017602	46.1	Somerset	37 · 0.56 mi from rail · weak signals across the board

Twenty 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. Eighteen 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** (5 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** (3 tracts extending the Girard Av OZ chain)
- **SW Philly Subway-Surface trolley T1 corridor** (1 tract, Woodland Av)
- **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
Now - May 2026	Mayor Parker's administration assembles Philadelphia's recommended slate
Late spring 2026	City submits recommendations to Governor Shapiro
July 1 - Sept 28, 2026	Governor formally nominates up to 217 PA tracts to U.S. Treasury (90-day window, +30-day extension possible)
End of 2026	Treasury certifies the new designations
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.