



2026 STATE LEGISLATIVE CANDIDATE QUESTIONNAIRE

5th Square PAC — Philadelphia's Urbanist Political Action Committee

5th Square is Philadelphia's urbanist political action committee. Our mission is to achieve a more accessible, sustainable, and equitable Philadelphia for all residents through better mobility, public space, and planning policies.

Please refer us to any work you have done on these topics in your answers, if applicable. If you have any questions or would like clarification, please email us at 5thsq@5thsq.org

For 5th Square's positions on these issues see: https://www.5thsq.org/2026_issues

You may complete this questionnaire via [Google Form](#) or [Word Document](#) sent to 5thsq@5thsq.org

Responses to our policy questions will be published on our website -- we will not publish contact info and financial data. If you would like us to include a photo with your response, please email it to us at 5thsq@5thsq.org

⚠ DEADLINE: March 20th, 2026 at 11:59 PM. Only candidates who complete this questionnaire are eligible for a 5th Square endorsement.

CANDIDATE INTRODUCTION

Name as it will appear on the ballot:

Tarik Khan

Office sought (include district number):

State Representative, PA 194th District

Campaign Committee Name & Address:

Friends of Tarik Khan, 261 Lemonte Street, Philadelphia, PA 19128

Campaign Website:

www.tarikforpa.com

Candidate introduction (background, motivation for running, relevant experience):

I am currently serving my second term as State Representative of Pennsylvania's 194th House District. I was first elected in 2022, then successfully re-elected in 2024. I am now running once again so that I may continue fighting for higher wages, better public schools, more reliable public transit, and expanded healthcare access for our community and for all Pennsylvanians.

In addition to my role as a legislator, I also serve our community as a nurse practitioner. I have a PhD in nursing, and my work is rooted in healthcare delivery, patient safety, and community-based problem solving. Legislatively, I have passed bills into law focused on healthcare access, workers' rights, lowering costs housing, and freedom of speech.

I grew up in Northeast Philadelphia, however I fell in love with this area when I went to Roxborough School of Nursing. Since then, I have served as a committee person in this district, and since my election as State Representative, I have had the chance to fully immerse myself in the communities of Roxborough, Manayunk, East Falls, Andorra, Wissahickon, and Chestnut Hill. I consider myself this region's biggest fan.

ROADWAY SAFETY & HIGHWAYS

Philadelphia had 120 traffic fatalities in 2024 — stubbornly high compared to peer cities. Some of Pennsylvania's most dangerous streets are PennDOT-owned arterials running through dense urban neighborhoods. As a state legislator, you have direct authority over PennDOT's mission, budget, and legislation governing how roads are designed and operated.

1. PennDOT has proposed widening I-95 south of I-676 through Center City and South Philadelphia, adding travel lanes and expanding ramps. Do you support this project as proposed?

- Yes, support as proposed Support rehabilitation only, no added lanes Oppose the project entirely Undecided

Comment / Please explain:

I believe we should focus our resources towards fixing the roads that currently exist. Our priority should be making our roads safer, maintaining them better, and expanding public transit — not expanding our highways.

In my understanding of the research, the expansion of highways does not significantly improve congestion over time. At best the benefits are short-lived, however the downsides can be devastating and longlasting (e.g. the displacement of communities, the reduction of public spaces, increased traffic, elevated levels of noise pollution, and worsening air quality).

I support fully funding SEPTA so that our neighbors have safe, affordable, and reliable travel alternatives to driving. I am the co-prime sponsor of legislation to [allow automated speed cameras and parking-protected bike lanes to make our streets safer for pedestrians and cyclists in PA.](#)

2. [HB 291 \(parking-protected bike lanes\)](#) would allow PennDOT to design and build bike lanes with a parked-car buffer on state roads, which PennDOT is currently not permitted to do. Do you support HB 291?

Yes No Other

Comment / Please explain:

Yes, I am a Co-Prime Sponsor of this legislation alongside Rep. Daley, Rep. Neilson, and Rep. Maloney. [This is an issue I care deeply](#) about and a solution I strongly believe in.

3. [HB 1504, the 'Vulnerable Road User' Bill](#), would increase fines for reckless drivers who cause death or serious injury to pedestrians, cyclists, or other vulnerable users. Do you support HB 1504?

Yes No Other

Comment / Please explain:

Yes, this is commonsense legislation with bipartisan support.

4. PennDOT's mission is often described as maximizing the flow of cars through our streets and highways at all costs. Which of the following reforms would you prioritize to reorient PennDOT toward a safety-first culture? Select all that apply.

- Adopt Vision Zero and the Safe Systems Approach as formal agency goals
- Create a separate PennDOT district/office serving Philadelphia specifically
- Hire and empower a dedicated bicycle/pedestrian coordinator with project approval authority
- Adopt a 'Fix It First' policy prioritizing maintenance over expansion
- Adopt a standardized project scoring formula (like [Virginia's SMART SCALE](#)) to allocate transportation dollars based on a balance of safety, accessibility (to jobs), and equity outcomes.
- Remove the municipal maintenance agreement requirement that allows a single township official to block sidewalk construction on PennDOT projects
- None of the above / I oppose these reforms
- Other (explain below)

Comment / Please explain:

Yes, I believe that adopting these reforms would lead to improvements in safety and accessibility — not just in Philadelphia, but in communities all across Pennsylvania. We should not be making policy decisions based solely upon traffic considerations. We need to also prioritize pedestrian/bicycle safety, public transit accessibility, economic and environmental impacts, among other considerations.

5. Would you support a statewide tax credit for e-bikes (electric bicycles), similar to popular programs enacted in [Colorado](#) and [Denver](#) that have demonstrably reduced automotive vehicle miles traveled?

Yes No Other

Comment / Please explain:

Yes, I would support a statewide tax credit for e-bikes, or similar programs that would encourage alternative methods of transportation. As long as we are maintaining a safe environment for e-bike riders and pedestrians, I believe this would lead to significant benefits, especially here in Philadelphia.

PUBLIC TRANSPORTATION

SEPTA faces a \$213 million operating deficit and over \$5 billion in unfunded capital needs, stemming in part from the expiration of Act 89 funding. Without a legislative solution, SEPTA faces severe service cuts with wide economic consequences for the Commonwealth. As a state legislator, you control the funding formulas, enabling legislation, and budget allocations that determine SEPTA's survival.

6. SEPTA's operating deficit requires a dedicated, recurring revenue solution. The Transit For All PA coalition has proposed several options. Please rank the following funding mechanisms from most to least preferred (1 = most preferred), or mark 'Oppose' for any you would not support:

Funding Mechanism	Rank	Oppose
Interstate User Fees (statewide tolls on interstates/expressways)		<input type="checkbox"/> Oppose
Allow counties and municipalities to raise their own money for public transit (HB 1146)		<input type="checkbox"/> Oppose
Congestion pricing : allow municipalities and counties to levy tolls on vehicles entering their most congested areas		<input type="checkbox"/> Oppose
Excise tax on third-party vehicle deliveries (e.g., Amazon)		<input type="checkbox"/> Oppose

Comment / Please explain:

I am a co-sponsor of **HB-1146**. Regarding these other funding mechanisms, I support them in theory, but my ultimate support would be dependent upon how they would be executed in practice. Therefore, I find it difficult to rank them against each other without more information. However I have provided some additional thoughts on each...

While I am generally supportive of **Interstate User Fees**, I want to ensure that the funds raised by our statewide tolls are actually going towards maintaining our infrastructure and funding our public transportation. Last year, the Pennsylvania Turnpike Commission approved over \$367K in raises for their chief officers during a closed-door executive session — all six turnpike executives now earn more than \$250K a year. This is more than our state's top elected official, Governor Shapiro, makes annually. Meanwhile, the Commission's estimates indicate more than \$200 million in tolls went unpaid over the past year. Therefore, I would feel more comfortable about this option if it also included a comprehensive plan to improve toll collection and oversight. I simply do not wish to raise toll costs, especially if the funds will not be spent effectively or if we can raise the necessary funds by collecting the current unpaid tolls.

With regards to **Congestion Pricing**, I have concerns about the disproportionate impact it can have for those with lower financial means, especially at this moment when the cost of living is so high. Currently, I do not endorse this measure, but I am open to reconsidering if it can be implemented in a manner that is both effective and equitable.

I believe **Excising Taxes on Third-Party Vehicle Deliveries** could be an effective method of raising funds, but I also have concerns about how it might be implemented. I believe that corporations like Amazon should be contributing their fair share towards maintaining our roads and public transit, especially considering the impact their vehicles have upon our infrastructure and traffic. However, I would not support such a tax if the financial burden is merely thrust upon delivery drivers (or consumers) instead of being paid for by the profits of the corporate entities who employ them. With the appropriate enforcement mechanisms in place to ensure that this will not come at the expense of workers or consumers, I could get behind this.

7. HB 1146 would allow local governments to levy their own taxes and fees to fund public transit in their jurisdictions. Do you support this local revenue-enabling legislation?

Yes No Other

If yes: what local revenue tools should be permitted? Select all you support:

Payroll tax Employer head tax Real estate transfer tax Property tax Land value tax Parking tax Sales tax Other

Yes, I am a co-sponsor of HB-1146. I believe we should allow counties and municipalities to raise their own public transit funding — especially considering the difficulties we've had in recent years to acquire adequate funding for SEPTA. Here in Philadelphia, I believe it makes sense to raise funding for public transit from taxes on parking, however I think we need to have a larger discussion about which other revenue streams we should consider and the impacts of each upon our city's residents. Ultimately this is a decision that would need to be made by our elected officials in City Hall, and so it should be decided by the voters who put them there.

8. SEPTA is pursuing three major service transformation initiatives: the New Bus Network redesign, Reimagining Regional Rail (more frequent service with fare integration), and Trolley Modernization. Do you support state-level actions to accelerate these initiatives?

- Yes, accelerate all three Yes, some of them (specify below) No — let SEPTA proceed at its own pace No — I have concerns about one or more

Comment / Please explain:

I support accelerating these three initiatives. We need to do more to ensure public transportation is accessible, reliable, and safer — and we cannot afford to wait for these improvements. I think these initiatives will help achieve these ends, and I hope we can see these benefits sooner rather than later.

9. Do you support funding and constructing a [Roosevelt Boulevard subway](#) connecting Northeast Philadelphia to Center City via the Broad Street Line?

- Yes No Other

If yes: what concrete steps would you take in the first two years of your term to advance planning and secure funding?

I strongly support the construction of a Roosevelt Boulevard subway line from the Northeast to Center City. This is just a no brainer.

I would advocate for this within our caucus and push for its funding in our next budget (in addition to adequate long-term funding for SEPTA).

10. Would you support a state tax credit for households that own zero or one cars, as a complement to transit investment and to reduce congestion and emissions?

- Yes No Need more information

Comment / Please explain:

I am generally supportive of initiatives to encourage public transit usage and discourage less cars on the road. However, I would need more information on any such state tax credit. Unfortunately, the current cost of living is unmanageable for many, especially for our younger generations, and we have seen an increase in multi-generational households in recent years due to these economic concerns. So while I am interested in learning more about the efficacy of such an initiative, I also have some doubts about whether this is a feasible incentive for many of our working families, especially considering how many of our gig economy workers require a car for their work.

HOUSING & LAND USE

Pennsylvania needs 450,000 new housing units by 2035, per the state's own Housing Action Plan.

11. Which of the following statements do you agree with (check all that apply): "Building more housing...

- ...reduces rents and home prices."

...reduces displacement pressures."

...improves race and class equity."

...supports a robust, durable, and growing economy."

...is essential for providing a safe haven for marginalized groups fleeing states with oppressive laws."

Comment / Please explain:

I agree with all of these statements.

12. The PA State Housing Action Plan calls for 450,000 new units by 2035. In your view, what is the single greatest barrier to meeting this goal in Pennsylvania?

- Restrictive local zoning (e.g. single-family-only mandates, parking minimums)
- Insufficient government subsidy for affordable housing
- High construction costs
- Other (explain below)

Comment / Please explain:

Restrictive zoning is probably the single greatest barrier, but I believe each of these three factors serve as barriers to the goals set out by the PA State Housing Action Plan, among others.

Through my first two terms, I have worked with colleagues to address restrictive zoning by introducing legislation to allow Multi-Family Housing in Areas Zoned as Office Space and to revise the Municipalities Planning Code to require cities, boroughs, towns, and townships to permit the use of duplex, triplex and quadplex housing in areas currently zoned for single-family residences only. We need to continue looking for solutions to these restrictions, including recruiting more allies across the commonwealth who are aligned in taking action to address exclusionary zoning.

I would also like to see increased government subsidies for affordable housing. I am not too optimistic of the odds we will receive any such support from our federal government any time soon, but I am encouraged by the steps Governor Shapiro has taken to address this. I hope we can continue to make progress on this, especially as our working families continue to be squeezed by Trump's economy.

High construction costs are certainly also a major factor. Trump's erratic tariff policies have done a lot of damage to both the domestic and global economy. It is difficult to budget for a project let alone make a profit when the price of materials can change dramatically from day to day. This uncertainty discourages construction and the downstream effects of this will be felt for years to come. We already have a housing crisis, and Trump's chaotic tariff policies will only exacerbate this.

13. Several housing supply bills have recently been introduced in the General Assembly. Please indicate your position on each:

Bill	Support	Oppose
HB 2185 — Legalize duplexes, triplexes & fourplexes in all single-family zones statewide	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HB 2155 — Prohibit municipal parking minimums statewide	<input type="checkbox"/>	<input type="checkbox"/>
HB 2186 — Remove barriers to Accessory Dwelling Units (ADUs) statewide	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HB 2109 — The Golden Girls Law (legalize unrelated adults sharing a home)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HB 2192 — Creation of a statewide Housing Council	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Transit-Oriented Development (TOD) upzoning near high-frequency transit stations ([memo](#), [Rep. Inglis](#))



Comment / Please explain:

I am a prime sponsor or co-sponsor on five of these six bills. The one in which I am not is HB-2155, and I would like to learn more before it has my full support. While I am wary of parking minimums, I am also aware of the current lack of parking availability.

Thanks to the current Republican majority in the State Senate, we are simply not funding public transportation at an adequate level, and so I am reluctant to exacerbate parking availability without having long-term funding for improved public transit services as an alternative. I hope that this is an issue we can fix by flipping the State Senate this year, but in the meantime I would welcome a discussion on this.

14. Pennsylvania currently only authorizes 2nd and 3rd class cities and boroughs to enact split-rate property tax (AKA land value tax), whereby property taxes are shifted from buildings to land. Do you support expanding this authorization to all Pennsylvania municipalities?

Yes No Other

Comment / Please explain:

I have seen some of the discourse on this but would like to learn more before I come to any conclusions, however I am encouraged by what I have seen and am open to looking at this as a possible solution to help encourage additional housing construction.

15. Philadelphia sees over 1,000 overdose deaths annually. Do you support prohibiting municipalities from using land use regulations (such as zoning restrictions or councilmanic prerogative) to block evidence-based harm reduction facilities, including safe injection/overdose prevention sites, from operating in appropriate locations?

Yes — land use should not be used to block harm reduction facilities No — municipalities should retain this authority Other

Comment / Please explain:

The overall positive effects of overdose prevention sites are well documented. They have been shown to decrease the number of deaths from overdose, take drug use out of the open (which can be triggering and detrimental to our communities), and improve overall public safety in surrounding areas. Installing safe consumption sites in locations where fatal overdoses are common is a potent tool for getting a handle on the opioid epidemic. Through my first two terms, I have worked hand-in-hand with recovery organizations and advocates to seek out policies that could improve our current addiction and recovery system. I look forward to continuing to work in this space.

CLOSING STATEMENT

16. State legislators from Philadelphia represent the densest, most transit-dependent, and most pedestrian-active constituencies in Pennsylvania — yet many colleagues from suburban and rural districts have little exposure to urbanism. How would you build relationships and make the case for pro-transit, pro-housing, and pro-safety policies among legislators from outside our region?

Politics is all about relationships. Since I've become a legislator, I have endeavored to look for common ground with my colleagues in Harrisburg and foster trust and understanding with them. It is this mindset that has allowed me to identify opportunities to pass bipartisan legislation in an otherwise fairly partisan body. In many cases, our differences are not just political, but cultural...

Growing up in Philadelphia, my love for our city and the opportunities it offers has been a constant throughout my life. From experiencing the benefits of public education at Central High School as a child to pursuing my education locally at institutions like Roxborough Hospital School of Nursing, La Salle University, and the University of Pennsylvania, my connection to the community runs deep. Weekends were spent playing in Fairmount Park and cycling through Northeast Philadelphia, fostering a profound appreciation for our city's diverse people and landscapes.

While I consider myself our community's biggest fan, I do not expect all of my colleagues to understand nor appreciate the many things I love about our city. My life experiences differ greatly from those of many of my colleagues, but there are always things that we share in common, and I've also found that it helps to meet these colleagues where they are at — to see where they come from — before asking them to understand where I'm coming from.

Last cycle, I was fortunate to run for re-election unopposed, and so I spent many of my evenings and weekends traveling to various battleground districts to support Democrats in these key races. I knocked doors in every corner of the commonwealth, and these experiences really helped me understand my colleagues and their constituencies better.

This year, I am fortunate to be running unopposed again, and so I plan to continue this work and learn even more about the many unique communities across Pennsylvania. I hope that this process will help provide a greater understanding of where my colleagues are coming from so that I can help bridge the gap and become an even stronger advocate for our community.

17. Is there anything not covered above that you would like 5th Square members to know about your candidacy or your approach to urbanist issues?

As a State Representative, my commitment has remained steadfast and I hope to continue advocating for my community, speaking out against injustice, and championing equity. My advocacy and legislative agenda align with the values supported by 5th Square, encompassing safer roads, more livable communities, enhanced public transit, increased affordable housing, and various initiatives aimed at elevating the quality of life for all Philadelphians.

The 194th District includes the neighborhoods of Roxborough, Manayunk, East Falls, Andorra, and Chestnut Hill — and in our community cycling, public transit, and pedestrian pathways and trails are a way of life and a major source of economic activity through commuting and consumer travel. My staff and I are not only passionate policy makers on this subject, but are walking the walk, biking in our communities, and using public transit for commuting frequently.

It would be an honor to be endorsed by 5th Square in my re-election campaign. I welcome any questions you may have about my questionnaire response and look forward to further discussions on the issues.

Thank you for completing our questionnaire! 5th Square members look forward to learning more about your candidacy.

Policy responses will be published at www.5thsq.org — contact/financial data will not be published.