

2026 STATE LEGISLATIVE CANDIDATE QUESTIONNAIRE

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: *

Elizabeth Fiedler

Office sought (include district number): *

State Representative (HD184)

Campaign Committee Name & Address: *

Friends of Elizabeth Fiedler, PO Box 2468 Philadelphia, PA 19147-6306

Campaign Website: *

ElizabethFiedler.com

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

I am a four-term State Representative seeking a fifth term. I am also the parent of four children, a strong supporter of public education, and a strong advocate for making our streets safe for everyone, and for investing in public space, including parks. As an individual and with my family, I often travel by foot or by bus. We need to make our streets safer for everyone. A lot of my close friends commute by bike, as I did for 15 years, so I am well aware of the benefits and challenges. I am a strong advocate for safer streets and am committed to doing everything I can to make safety a reality for everyone in Philadelphia and Pennsylvania. One of those steps must include sufficient and reliable funding for SEPTA, which I have advocated for in Harrisburg and will continue to!

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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 stand against a highway expansion that would bring more high-speed traffic, noise and air pollution, to our communities. I am committed to ensuring that PennDOT's promised public feedback process happens, and is transparent and accessible to the residents of South Philly. Though proposed construction is not slated to begin until the 2030s, I believe it is important that voices from the community are heard at every stage and I have worked very hard to push for that to happen.

People who live in South Philadelphia should be able to travel safely to work, school and the store, regardless of whether they are on foot, bus, bike or car. I will do all that I can to ensure that if billions in public dollars are spent in South Philadelphia, the residents of South Philadelphia benefit.

I have publicly called for PennDOT to explore mass transit expansions such as light rail and bus rapid transit, proven alternatives that enable a steady flow of people while avoiding the significant environmental, economic, and social impacts of highway expansion. I also continue to be an outspoken advocate for federal investment in a Packer Avenue Marine Terminal (PAMT) Connector Bridge Project that can be built separate from the PennDOT proposal.

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 proud to have co-sponsored HB 291. Biking in Philadelphia is more dangerous than it should be. Both our city and state roadways must be safe for cyclists. I stand with the Bicycle Coalition, Vision Zero Alliance and Families for Safe Streets, and families and community members, in the call to achieve Vision Zero and save lives.

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, HB 1504 is one piece of a larger strategy to expand bicycle infrastructure here in Philadelphia and statewide.

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:

Comment / Please explain

Yes, I will continue to use my position to support advocates' calls for safer urban streets. Specifically, we need to see PennDot embrace Vision Zero's goal of eliminating traffic deaths and serious injuries and adopt an approach focused on the movement of people -- in all the ways they traverse our city, including by foot, bike, public transit and car. PennDot's investments in multimodal infrastructure, coordination with local agencies, and speed cameras on Roosevelt Blvd are all good steps. But to truly ensure we are doing everything we can to protect the lives of people in Philadelphia, we need to do more. Philadelphians are six times more likely to be killed or severely injured on a PennDot street.

This is a serious problem and it needs serious action. I support the idea of dedicating a city coordinator with oversight and project approval authority for bicycle and pedestrian projects to begin to take a proactive, not reactive, approach to safety and movement. I would like to work together to discuss more ways to pursue these reforms in Harrisburg.

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 am open to many ideas that make biking more accessible for everyone and safer for all.

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:

6a. Interstate User Fees (statewide tolls on interstates/expressways) *

⌵ Dropdown

Rank: 4 ⌵

6b. Allow counties and municipalities to raise their own money for public transit ([HB 1146](#)) *

⌵ Dropdown

Rank: 2 ⌵

6c. [Congestion pricing](#): allow municipalities and counties to levy tolls on vehicles entering their most congested areas

* ⌵ Dropdown

Rank: 3 ⌵

6d. Excise tax on third-party vehicle deliveries (e.g., Amazon) *

⌵ Dropdown

Rank: 1 ⌵

Comment / Please explain

I support investing in public goods and services, and in raising taxes on the wealthiest Pennsylvanians and big corporations, not on working people. I listed the excise tax on third-party vehicle deliveries first because it would ideally be applied to major corporations like Amazon, and I would like to explore ways to ensure that these fees aren't passed on to consumers, like some other states have accomplished. I am also a cosponsor of HB1146. I would support congestion pricing and interstate user fees but prefer to prioritize options that are less likely to affect working people, disabled people, or those who need to use cars for other reasons.

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

Parking tax

Sales tax

Property tax

Land value tax

Other:

Comment / Please explain

I am a cosponsor of HB1146. Generally, I support progressive taxes and have some concerns that in part due to the Uniformity Clause, raising taxes on some sales and property can negatively affect low-income and working people. Because of the SEPTA funding crisis and the importance of public transit to these communities, I am open to a combination of many new revenue sources.

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 increased and reliable funding for SEPTA and will continue to advocate for it in Harrisburg. The three major service transformation initiatives promise to make SEPTA safer and more reliable for everyone. All of these initiatives will make a big difference in the lives of people in South Philadelphia.

I support eliminating transfer fees, eliminating all fares for people under the ages of 18 and for people with low-incomes. I believe we should drop fees to \$1 a ride and explore a pathway to free service, dependent on funding. (SEPTA currently relies disproportionately, in comparison to other transit systems, on fares and fees.) We should also be moving aggressively to electrify our bus fleet, following the successful roll-out of the 29 and 79.

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 would like to learn more about specific steps to securing funding.

Comment / Please explain

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
- Other:

Comment / Please explain

This measure, in combination with investments in public transit and biking infrastructure outlined above, can help incentivize my constituents in South Philly to use alternate modes of transportation.

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

Safe, affordable housing is a key ingredient of a thriving Philadelphia. We need to remove barriers to housing for tenants, including instituting eviction sealing (a bill I co-prime sponsored and that my office and I originally wrote) and funding the right to counsel in the event of eviction. We can also work to help homeowners stay in their houses through initiatives like Whole-Home Repairs and expanding assistance programs for low-income Pennsylvanians like the property tax rebate. And I support including deeply affordable housing units in new developments, in South Philly and statewide.

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:

Comment / Please explain

Yes, zoning plays a role in housing supply. My office and I have worked with many people who have struggled to pay their rent or mortgage, and their utility bills. As we see prices rise further, more people will fall behind on their payments – pushing major changes in our neighborhoods. If housing unaffordability continues to increase, we need to increase the supply of affordable housing and/or increase residents' incomes.

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

	Support	Oppose
HB 2185 – Legalize duplexes, triplexes & fourplexes in all single-family zones statewide	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B 2155 – Prohibit municipal parking minimums statewide	<input checked="" 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)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comment / Please explain

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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

Funding priorities like mass transit, public schools, and affordable housing means considering all revenue-generating options.

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 solution to substance use disorder is treatment, not incarceration. Many people in our community have lost loved ones. Trauma, poverty, and mental health issues are often at the heart of addiction and people need to be offered support and help to address these challenges.

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? *

As a legislator and as an individual (commuter, parent, neighbor), I am 100% committed to doing everything I can to make it as easy and as safe as possible to traverse our city. I am committed to working with community members and with advocates to this end. I am also committed to making sure that the cost of paying for increased public transit is not put on the backs of working and poor people but instead must be paid by the very wealthiest and by the big corporations that are currently not paying their fair share because of things like the Delaware Loophole.

In my four terms in office, I have worked hard to build relationships with lawmakers from across the state and across the aisle. An example of this work is my oversubscribed Solar for Schools Program, which I built with lawmakers representing rural, exurban, and suburban districts. I am committed to continuing to build those relationships with the goal of building a state budget that reflects all our needs and that prioritizes at a minimum: ensuring we can all live without fear of being injured or killed while trying to get to work, school, the store or daycare.

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? *

Thanks.

Please click "Submit" below to submit your responses.

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.

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