

2026 PA 3rd Congressional District 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

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: Sunday April 5th, 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: *

Sharif Street

Campaign Committee Name & Address: *

Sharif Street for US, 408 GREEN LANE, SUITE 1 Philadelphia PA, 19128

Campaign Website: *

<https://streetforus.com/>

[Redacted]

[Redacted]

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

Senator Sharif Street is a husband, father of five, and grandfather of six. Born to union school teacher Helen Street Mosee and former mayor John Street, he draws on a legacy of public service. Sharif graduated from Central High School, Morehouse College, and the University of Pennsylvania Law School.

Early in his career, he worked for a Center City law firm, developing affordable housing units for Philadelphians and representing tenants in disputes with landlords and the PHA. He also served as board chair of One Day at a Time, helping those struggling with addiction find their path to sobriety, and on the board of Urban Solutions, a non-profit that provided access to healthcare in disadvantaged communities. As a Senate staffer, Sharif helped develop Philadelphia Green Communities, Philadelphia's first comprehensive recycling program of its kind.

Sharif has been a consistent champion in the fight against hate, including racism, antisemitism, Islamophobia, homophobia, and xenophobia. At a time when most Democrats were advocating for Civil Unions, Sharif staked a clear position supporting same sex marriage even publicly opposing his father's position who was Mayor at the time. In the Senate, he co-sponsored legislation to fund the protection of sacred spaces after the Tree of Life shooting. He invoked legislative oversight for the PIAA after a Muslim girl was asked to remove her hijab to play in a middle school basketball game, resulting in protection for all children wearing religious garb, including Muslim girls wearing hijabs, Jewish boys wearing yamilkas, and Sikh children wearing turbans.

He has been a trailblazing leader. In 2016, he was elected to the Pennsylvania State Senate – the first Muslim elected to the Legislature. In 2018, he became the first African American to serve as Vice Chair of the Pennsylvania Democratic Party and, in 2022, he was elected the first Black Chair of the Pennsylvania Democratic Party. During his tenure as chair, Democrats flipped seven State Senate seats, took the majority in the House, elected successive Democratic governors for the first time in modern history, and significantly increased the Democratic Pennsylvania delegation in the US House.

As a State Senator, Sharif led the fight to pass progressive legislation, even while in the minority. He wrote Pennsylvania's Obamacare exchange legislation, Pennie, which leveraged federal subsidies to expand access to healthcare for tens of thousands of Pennsylvania residents and lower the cost of health insurance for all residents. Sharif is the state champion in the State Senate for funding for gun violence prevention, bringing millions of dollars to Philadelphia that have been a part of reducing our murder rate to historic lows. Despite receiving over 27,000 threats, Sharif Street sued President Trump a dozen times to protect Pennsylvanians' votes and ensure the integrity of the 2020 election winning every time.

Sharif Street is the fighter who has delivered progressive results for Philadelphia.

ROAD to Housing Act

Do you support the ROAD to Housing Act? *

Yes

No

Other:

Yes, with the understanding that we should continue to strengthen it to meet the scale of our housing shortage. Philadelphia and our region are facing a serious housing supply gap, and we need federal policy that helps us build more homes at every level, especially near jobs and transit. The ROAD to Housing Act takes important steps in that direction, particularly by encouraging local governments to allow more housing and reduce barriers to development. At the same time, no single bill gets everything right. I support this legislation because it moves us forward, but I'm committed to making sure it ultimately increases housing supply, improves affordability, and supports smart, transit-oriented growth in cities like Philadelphia.

Which parts of the bill do you think would be most helpful for increasing housing supply in Philadelphia and the collar counties? *

The most important parts of the bill are the ones that help us build more housing by reducing barriers to development.

Philadelphia is already short about 17,000 housing units, according to Mayor Parker's H.O.M.E. Plan, and the broader region may be short nearly 80,000 units based on DVRPC estimates. That gap is driving up costs and making it harder for working families to stay in the communities they call home.

One of the biggest challenges is that housing production varies widely across the region. In some places, it is still too difficult or too uncertain to build the kind of housing we need, especially near jobs and transit. We need a more consistent and predictable environment for adding housing, so that communities that want to grow have the tools to do it.

The bill's approach of tying federal funding to pro-housing policies is a smart way to encourage that kind of progress. It creates incentives for local governments to allow more housing, including multifamily housing and transit-oriented development, while still respecting local control.

For our region, that means more homes near transit, more options for working families, and a better connection between where people live and where opportunities are. That is how we bring down costs and support long-term growth.

Was the Senate right to include a ban on build-to-rent single-family housing? *

We need to build more housing at every level—there's no way around that. If we're serious about affordability, we have to increase supply, especially in high-demand cities like Philadelphia.

At the same time, I share real concerns about large institutional investors buying up single-family homes and driving up prices. In many of our neighborhoods, especially Black working- and middle-class communities, home ownership has been one of the primary paths to stability and generational wealth. Housing should be a place to live, not just an asset class for Wall Street.

That's why I support efforts to curb corporate consolidation of housing. But I don't support policies that reduce housing supply. If a provision has that effect, we should fix it. Build-to-rent housing can play a role in expanding supply, especially for families who aren't ready to buy but still want access to that kind of housing.

The goal should be balance: we need to build more housing, while making sure that new supply strengthens communities and expands access to home ownership—not just investor portfolios. I'm open to refining these policies to make sure we're doing both.

Transportation and SEPTA

What are your priorities for the next surface transportation funding re-authorization bill? *

My priority is to make sure federal transportation funding supports a shift toward more reliable, frequent, and connected transit systems in regions like ours. That means investing in public transportation, regional rail, and intercity rail so people have real alternatives to driving.

Philadelphia is a transit city, and we need to build on that strength. I will fight to protect and expand funding for SEPTA, including projects that improve frequency and reliability, and ensure that federal programs continue to support major local priorities like the Chinatown Stitch. Environmental sustainability also has to remain a core part of how we invest in transportation.

I also believe we need to better integrate transportation and housing. I've worked closely with partners like Shift Capital on the redevelopment of North Philadelphia Station into a true multimodal hub, connecting Amtrak, SEPTA Regional Rail, and the Broad Street Line. We've already secured state funding for that project, and the vision includes transit-oriented housing that connects residents to jobs across the Northeast Corridor, including New York. That is the kind of investment we should be scaling up across the country. At the same time, we need to fully leverage assets like the Congressman William Gray 30th Street Station, one of the most important rail hubs in the country, as a centerpiece for continued investment in the Northeast Corridor and expanded rail service. And locally, projects like the Roosevelt Boulevard transit line, whether light rail or subway, have the potential to transform mobility and economic opportunity for communities across Northeast Philadelphia.

At the national level, I support expanding passenger rail, including the development of a true high-speed rail network along the Northeast Corridor. We should also take a hard look at our highway system and identify opportunities to reconnect communities where highways have divided neighborhoods, including through projects that cap, remove, or redesign urban highways.

A Congressman from Philadelphia should be a strong advocate for public transportation, and I intend to be that advocate by focusing on projects that increase access, support growth, and connect people to opportunity.

What are your thoughts on SEPTA’s Re-imagining Regional Rail vision for 15-minute regional rail service across our region? *

I strongly support SEPTA's vision for frequent, all-day regional rail service. Moving toward 15-minute service is exactly the kind of investment we need to make our transit system more useful, more reliable, and more accessible to more people.

Regional rail should function more like a metro system within the city, with frequent service that people can rely on throughout the day, not just during peak hours. That kind of service expands access to jobs, education, and opportunity, and makes it easier for people to live without depending on a car.

I’ve already worked on efforts to better connect our transit network, including the redevelopment of North Philadelphia Station into a multimodal hub with the potential for transit-oriented housing. Reimagining Regional Rail builds on that same idea by strengthening connections across the system and bringing more neighborhoods into the network.

I also believe we should be looking at opportunities to add new or restored stations in underserved areas. Neighborhoods like Strawberry Mansion, North Central, and Brewerytown were once served by rail, and restoring that kind of access would be a powerful tool for revitalization and growth.

This is the kind of long-term investment that can reshape how our region grows, and I will strongly support federal funding to help make it a reality.

On a scale from 1 - 5, how much of a priority is winning funding for Re-imagining Regional Rail in Congress over the long-term? *

1 2 3 4 5

I will not seek funding for this in Congress

This is my top priority in Congress

How will you use your position, if elected, to build long-term support within the southeast delegation for funding Re-imagining Regional Rail? (Our ideal candidate will be a leader and a strategist for this effort—not just a passive supporter.) *

Building long-term support for Regional Rail starts with making the case that this is not just a transit project, it is an economic development and housing strategy for the entire region.

I would work closely with members of the Pennsylvania Southeast delegation to align around that shared interest. Frequent, reliable rail connects people to jobs, supports transit-oriented housing, and helps our region compete for growth. Projects like the redevelopment of North Philadelphia Station show how these investments can bring together transportation, housing, and economic opportunity in a way that benefits multiple communities.

I will not be learning on the job. I have a track record of delivering results, even while in the minority, and I have already built strong relationships across the Northeast Corridor through my work as Chair of the Pennsylvania Democratic Party and as a member of the DNC. That includes stakeholders in New York, New Jersey, Maryland, and Virginia, all of whom are part of the same interconnected rail network. I will bring those relationships to Congress from day one to help build alignment and move projects forward at both the regional and national level.

I also believe in leading by delivering results. By securing funding and advancing projects, we can demonstrate what works and build momentum across the delegation. When we are aligned as a region, we are much more effective in competing for federal investment and getting these projects done.

Economic and population growth

The Sun Belt states have seen significant growth in both housing and population, while Pennsylvania and other states in the northeast have experienced stagnant or shrinking populations. Does this trend concern you? *

- Yes
- No
- Not sure

Please explain why or why not *

This trend is a concern because it reflects whether regions like ours are creating enough opportunity and affordability to attract and retain residents.

In many cases, faster-growing regions are simply building more housing and making it easier for people to move there. In Pennsylvania we have not kept pace and we have great opportunities to do so especially in Philadelphia. We are short tens of thousands of housing units, and that shortage is driving up costs and making it harder for families to stay or relocate here.

The good news is that we have strong fundamentals. Philadelphia is a transit-rich, walkable city with major educational and medical institutions and a strategic location on the Northeast Corridor. If we focus on building more housing, especially near transit, and continue investing in reliable transportation, we can compete for growth and attract more people to our region.

This is not just about population numbers. It is about making sure our communities are affordable, connected, and full of opportunity so people choose to live, work, and build their lives here.

Pennsylvania is the only state in the northeast with a growing economy, most of which is concentrated in SEPA. Would you like to see Pennsylvania's share of the nation's population grow? *

- Yes
- No
- No opinion

Would you like to see Philadelphia's share of Pennsylvania's population grow? *

- Yes
- No
- No opinion

In your view, what should be the strategy, if any, for growing PA's population again? What can you do as a federal representative to help support this? *

Growing Pennsylvania's population starts with making our communities places where people can afford to live and want to stay. That means building more housing, improving transportation, strengthening public safety, and expanding access to economic opportunity, healthcare, and education.

In Southeast Pennsylvania, we already have the foundation for growth. Philadelphia and the surrounding counties are home to world-class universities, hospitals, and a strong transit network, all located along the Northeast Corridor. But we are not building enough housing to keep up with demand, and that shortage is pushing people out or preventing them from moving here in the first place.

At the same time, people need to feel safe in their communities and confident in their quality of life. I've helped deliver hundreds of millions of dollars in violence prevention funding, supporting community-based programs that have contributed to a significant reduction in gun violence over the past two years. We also need to make sure families have access to quality healthcare and strong schools, which are essential to attracting and retaining residents.

The strategy should be straightforward: build more housing, especially near transit and job centers, invest in reliable and frequent public transportation, continue supporting effective public safety strategies, and strengthen access to healthcare and education. If we do that, we can attract and retain residents and grow our share of the population.

As a federal representative, I would support policies that incentivize housing production, expand transit funding, invest in public safety and prevention, strengthen access to healthcare, and support education. I would also advocate for continued investment along the Northeast Corridor, which is one of the most important economic regions in the country and a key driver of growth for Pennsylvania.

CLOSING STATEMENT

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?

I approach these issues from a simple perspective: we need to deliver real results that make it easier for people to live, work, and stay in our communities. That means building more housing, investing in transit, improving public safety, and making sure people have access to affordable healthcare and strong schools. I have a track record of getting that kind of work done, even while serving in the minority. In the State Senate, I helped pass the law that created Pennie, Pennsylvania's Affordable Care Act exchange, lowering costs and expanding access to care. I've secured hundreds of millions of dollars for violence prevention programs that have helped reduce gun violence. I've worked to keep hospitals like Einstein and Temple open, and to expand access to care through Medicaid.

I've also been directly involved in projects that reflect urbanist priorities, including securing hundreds of millions of state dollars for development along key commercial corridors like North Broad Street, which is now undergoing a major revitalization. I've worked on the redevelopment of North Philadelphia Station into a multimodal hub with the potential for transit-oriented housing. I understand how housing, transit, and economic development fit together because I've worked to move those projects forward.

I believe in growth, but it has to be intentional and inclusive. We need to make it easier to build more housing, especially near transit, while making sure longtime residents benefit from that growth. We need to invest in public transportation that is frequent, reliable, and connected. And we need to continue making our neighborhoods safe and full of opportunity.

I'm not interested in just talking about these challenges. I've built my career on delivering results, and I will bring that same approach to Congress to help our city and our region grow in a way that is affordable, sustainable, and equitable.

Finally, we must continue to support overall economic growth and job creation like we have seen in the expansion of the job opportunities at the Philadelphia Navy Yard and at the port. As a member of Congress, it will be a priority for me to continue to grow these opportunities while making sure these important economic hubs are fully integrated into our transit system.

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.

This form was created inside of 5th Square.

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