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Minnesota House of Representatives  
Transportation Finance and Policy Committee Transportation Committee  
Attn: Cyndy Wallin, GOP Legislative Assistant  
2502 Centennial Office Building  
658 Cedar Street  
Saint Paul, MN 55155

Dear Chair and Committee members,

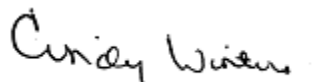
Please accept this written testimony in opposition to H. F. 5, specifically repealing the retail delivery fee. As a retired public health professional, I worked on increasing active transportation safety and opportunities through policy, systems and environmental change 20+ years. I have experienced first hand the health benefits of active transportation and understand the increasing need and demand for active transportation opportunities across the state.

It is a well documented that the funds dedicated to constructing and maintaining our roads and streets is inadequate. The retail delivery fee was established as an additional funding source to help alleviate some of this deficit. A portion of this funding is distributed to statewide municipalities that have small budgets resulting in limitations in maintaining their transportation networks for all users. Minnesotans deserve well maintained streets and roads as well as increased safe active transportation options.

I worked in New Ulm for 12 years as a public health professional to reduce the impact of heart disease. A significant component of my job was to work with city officials to implement more walking and bicycling infrastructure to increase the number of people that used walking and biking as a form of transportation. The lack of funding was always the reason for the pushback on implementing such infrastructure. Study after study has shown that if safe walking and bicycling infrastructure was present in the community, more people would use it on a consistent basis. In studies, nearly 60% of the population state they would walk and/or bike if they felt safe. There is significant cost savings in health outcomes both physical and mental associated with increasing active transportation opportunities.

The need for additional funding to support safe walking and biking infrastructure is demonstrated by the fact that over the past several years, MNDOT has consistently received nearly twice as many grant applications for the AT and SRTS Infrastructure solicitations than can be funded. The latest solicitation period closed on Jan. 17, 2025 and as of October 18, 2024, MNDOT had received 50 AT and 37 SRTS letters of intent. The Active Transportation Planning grant solicitation received 20 applications, 13 of which were from the smallest city category. Eliminating the retail delivery fee would be detrimental to the growing interest and need for active transportation options across the state.

Thank you for your time and consideration.



Cindy Winters

On January 24, 2025, the Minnesota Supreme Court held that 68 members are necessary to constitute a quorum of the House.  
This document reflects proceedings that occurred before that decision was issued and are no longer active.  
See *Simon v. Demuth*, No. A25-0066 (Minn. Jan. 24, 2025) (consolidated with *Hortman et al. v. Demuth et al.*, No. A25-0068) .