



Minnesota Multimodal Freight Network (MFN) Applications

Minnesota’s Multimodal Freight Network (MFN) will include highway, rail and waterway corridors, rail terminals and facilities, ports, and airports. Some of these components are within the public domain and several are private sector assets. Each of these components serve critical roles related to goods movement.

Provide us your thoughts on how a Multimodal Freight Network should be used in Minnesota. **Mark each box where the application (rows) should be linked to a component of the MFN (columns).** Please add additional applications we should consider as rows in the table below, and additional thoughts on the reverse of this sheet. Leave this sheet at your table when you leave.

The Multimodal Freight Network should be used to ...	Corridors			Freight Facilities and Nodes		
	Highway	Rail Lines	Waterways	Rail Terminals	Water Ports	Airports
Track freight system activity						
Monitor freight system performance						
Identify and prioritize system needs						
Provide different design standards						
Provide last-mile connectivity						
Provide different (higher) maintenance standards						
Receive priority consideration during project selection and funding						
Align with dedicated freight funding source						
Consider Complete Streets principles						
Support existing businesses						
Provide access to freight facilities/nodes						

