



Fort Worth Alliance Airport



Sunrise over Terminal D at DFW Airport

# FROM HERE TO EVERYWHERE

For a landlocked area, the 114 West Corridor is one of the busiest ports in the United States. Its ideal location between two major airports, with rail and highway access, makes the area a magnet for transportation-dependent businesses.

Within minutes travelers can be at DFW International Airport, which processes nearly 60 million passengers and 750,000 tons of cargo each year. Alliance Airport, the world's first industrial airport, is also home to an intermodal yard, where some 600,000 containers from the ports of Los Angeles/Long

Beach or Galveston are brought in by rail annually and offloaded onto trucks for shipment all over the U.S., or to Canada and Mexico via Interstate 35W, the "NAFTA Superhighway."

Both airports generate huge amounts of business and employment for the 114 West Corridor, spurring related growth in retail, services and housing. Office complexes and industrial parks dot the area around both airports, where foreign trade zones and U.S. Customs clearance centers operate 24/7, 365 days a year. Alliance is home to one of FedEx's main U.S. sorting hubs, as well as J.C.

Penney's national distribution center.

In the past year DFW opened Terminal D, a two million square foot international facility capable of handling 32,000 passengers a day. When Alliance completes construction of its 13,000-foot runway extension, cargo planes will be able to fly nonstop to remote airports in Europe and Asia.

According to Dave Pelletier, communications director of Hillwood Development, FedEx runs more than 30 daily flights out of Alliance, a big plus for businesses that depend on overnight delivery. Companies like cell phone gi-

ants Motorola and Nokia have distribution centers at Alliance, as does ATC Logistics and Caremark Rx, a prescription fulfillment center.

"They're all big users of FedEx's overnight delivery," Pelletier says, noting that in the past year FedEx has added flights from China into Alliance, by way of Anchorage.

Air cargo in and out of Alliance surged 28 percent last year, the largest percentage cargo growth of any airport in North America.

Getting goods rapidly from point to point tells only part of the region's transportation success story. Logistics companies facilitate the transshipment of all kinds of products by dealing efficiently with all red tape. One such company—with offices at both DFW and Alliance airports—is Trans-Trade, Inc., a global logistics provider.

"We arrange for the development of supply lines for our customers," says Tim Bosworth, Trans-Trade's director of total customer value. Bosworth notes that some transactions are as simple as point to point trucking services, while others are much more complex.

"We also arrange for goods to be sourced in a foreign country, packed in containers and then ocean- or air-freighted and managed into our customers' distribution systems," he says. Like other logistics companies, Trans-Trade is a licensed U.S. Customs broker, freight forwarder and NVOCC operator, facilitating the movement of construction and oil drilling equipment or shiploads of military helicopters.

Bosworth calls Trans-Trade's location at each airport strategic. "The DFW area is becoming a hub for all of the southwestern U.S., with main highway arteries from Canada to Mexico and robust rail links to the West Coast and Texas ports.

"There's lots of synergy for distribution," he says, noting that both DFW and Alliance are convenient for the multimodal hub, where all steamship lines have connecting rail service.

The 114 West Corridor is strategically and conveniently located for moving people and products around the corner or around the globe.

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- Charming authentic historic downtown district.
- Central location within the Metroplex.
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- Outstanding selection of restaurants and hotel rooms.
- Pro business climate.
- High quality family oriented lifestyle with a rich selection of excellent schools, parks and public amenities.
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