THE PORT OF LOS ANGELES
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Karen Bass | *Mayor, City of Los Angeles*

Board of Harbor Commissioners: Lucille Roybal-Allard, *President*; John A. Pérez, *Vice President*; Yolanda M. De La Torre, *Commissioner*; Edward R. Renwick, *Commissioner*; I. Lee Williams, *Commissioner*

Eugene D. Seroka | *Executive Director*

DATE: October 23, 2025

SUBJECT: AMENDMENT #1 – REQUEST FOR PROPOSALS TO ENTER INTO A PRE-DEVELOPMENT AGREEMENT FOR POTENTIAL PIER 500 MARINE CONTAINER TERMINAL

The Port of Los Angeles' Request For Proposals To Enter Into A Pre-Development Agreement For Potential Pier 500 Marine Container Terminal is amended through this notification as described below:

Exhibit A of the RFP is replaced with the attached Exhibit A.

It is the responsibility of all proposers to review the Port's website for any RFP revisions or answers to questions prior to submitting a proposal in order to ensure their proposal is complete and responsive.

EXHIBIT A
SITE INFORMATION

172 acre fill
20 acre fill
Gate
TITP OUTFALL
3000'
2158'
New Breakwater
FACE D'
200 acre Terminal
192 acre Backland/Gate/Buildings
8 acre Wharf
Pier 500 Conceptual Layout
DRAFT

DRAFT PIER 500 DEVELOPMENT PROGRAM
CONCEPTUAL COST ESTIMATE - 2025

Pier 500 - 2025 DRAFT Cost Estimate						Escalated Costs (Midpoint of Construction, 5% per year)	
Item	**Quantity**	**Units**	**Unit Cost**	**Amount**	**Subtotal (2025)**	**Midpoint of Construction**	**Year**
Landfill	192	acres					
Bulkhead Toe Wall	1	ls	$384,956,700	$384,956,700	$384,956,700		
Revetments	1	ls	$26,507,090	$26,507,090	$26,507,090		
Dredging & Placing Reclamation	1	ls	$315,456,524	$315,456,524	$315,456,524		
Consolidate Dredge Material	1	ls	$77,762,095	$77,762,095	$77,762,095		
Dredge & Place Cap	1	ls	$166,920,215	$166,920,215	$166,920,215		
Gate Fill	1	ls	$64,540,750	$64,540,750	$64,540,750		
Gate Revetment	1	ls	$10,309,500	$10,309,500	$10,309,500		
Breakwater (ROM)	1	ls	$120,000,000	$120,000,000	$120,000,000		
Subtotal					$1,166,452,874	$1,563,158,000	2031
Mitigation Credits[7]	192	acres	$1,500,000	$288,000,000	$288,000,000	$350,066,000	2029
Backland Construction[5,8,9]	163	acres					
Backland (Including Gate Operations)	163	ea	$1,500,000	$244,500,000			
Electrical (including AMP)			$1,600,000	$260,800,000			
Network Station			$8,000,000	$8,000,000			
Subtotal				$513,300,000	$513,300,000	$796,297,000	2034
Wharf [10]	3,000	lf	$75,000	$225,000,000			
Subtotal				$225,000,000	$225,000,000	$349,049,000	2034
ICTF (RMG)[11]							
6 working tracks (3000 lf each)	18,000	TF	$5,882	$105,882,000			
Subtotal				$105,882,000	$105,882,000	$164,258,000	2034
Buildings[12]							
Administration	60,000	sf	$2,000	$120,000,000			
Marine Operations	15,000	sf	$2,000	$30,000,000			
Rail Operations	15,000	sf	$2,000	$30,000,000			
Crane Shop	35,000	sf	$1,000	$35,000,000			
Reefer Shop	8,000	sf	$1,000	$8,000,000			
Chassis Shop	45,000	sf	$1,000	$45,000,000			
Power Shop	40,000	sf	$1,000	$40,000,000			
Trouble Resolution	500	sf	$2,000	$1,000,000			
Roadability	1,200	sf	$1,000	$1,200,000			
Bathrooms/Storage	3,200	sf	$2,000	$6,400,000			
Gear/Sweeper	4,000	sf	$1,000	$4,000,000			
Subtotal				$320,600,000	$320,600,000	$522,224,000	2035
TITP Outfall Extension[6]	1	ls	$100,000,000	$100,000,000	$100,000,000	$134,010,000	2031

Subtotal	$2,719,234,874	$3,879,062,000
Contingency (30%)	$815,770,462	$1,163,718,600
Total Construction Cost:	$3,535,005,337	$5,042,780,600
Design (4%)	$141,400,213	$141,400,213
CM/Inspection (5%)	$176,750,267	$176,750,267
EMD (0.5%)	$17,675,027	$17,675,027
Total Project Cost:	**$3,870,830,844**	**$5,378,606,107**
	2025 COST	**Midpoint of Construction**

Pier 500 Draft Schedule	
DURATION	
Environmental	**24-36 MONTHS**
Design	**24 MONTHS**
Bid and Award	**6 MONTHS**
Construction	**Phase I - Landfill - 3 Years**
	Phase II - Backland, Wharf, Rail, Buildings - 3 Years

Notes:

1 Costs are high level and subject to vary. Respondents to the RFP are responsible for verifying cost.

2 Soft Costs are not escalated

3 Equipment cost not included, to be furnished by tenant

4 Construction Duration estimated at 10 years beginning 2030

5 Backland Construction cost/acre assumed to include infrastructure not including communication systems. Electrical costs were assumed on a high level cost/acre basis. Provision of additional power is not currently included.

6 TITP outfall assumes relocation inside the breakwater, actual costs may be considerably higher. Alignment dependent on governing agencies.

7 Mitigation credits may impact schedule. Mitigation is required for fills of the United States permitted by the US Army Corps of Engineers. Wetland habitat needs to be greated to offset the loss of habitat resulting from the fill. Mitigation projects are typically required to be local and approved by the governing agencies.

8 Method of Dredging is assumed to be clamshell. Cutting suctoin is possible however quantities may not warrant method. Dredging is assumed to -55MLLW

9 Land reclamation assumes a combination of dredging and mining for additional material, for example dredging at alternate POLA locations for suitable material.

10 Wharf is assumed to be rock dike with pre-cast concrete piles and cast-in-place concrete deck.

11 Estimate is high level and assumed piles for the RMG. Piles are typically not used for the railroad.

12 Building cost/SF is consistent with current POLA estimates.