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BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA

Order Instituting Rulemaking to Establish Policies, Processes, and Rules to Ensure Safe and Reliable Gas Systems in California and Perform Long-Term Gas System Planning. U 39 G	Rulemaking No. 20-01-007 (Issued January 16, 2020)

PACIFIC GAS AND ELECTRIC COMPANY'S (U 39 G) ANNUAL REPORT OF PLANNED GAS INVESTMENTS IN COMPLIANCE WITH GENERAL ORDER 177

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Dated: February 27, 2026

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Pacific Gas and Electric Company (PG&E) respectfully provides its Report of Planned Gas Investments in compliance with Ordering Paragraph 7 of the California Public Utilities Commission's (Commission) Decision 22-12-021 (Decision Adopting Gas Infrastructure General Order), issued on December 8, 2022 in Rulemaking (R.) 20-01-007, which requires as follows:

> 7. The gas utility shall annually serve and file, in Rulemaking 20-01-007 or a successor proceeding, a Report of Planned Gas Investments on or before March 1 of each year, starting March 1, 2023, as described in Section X of the General Order 177.

In compliance with this requirement, and with D.24-09-034 (Decision Partially Granting the Petition to Modify Decision 22-12-021 and Closing Proceeding) issued on October 2, 2024, PG&E's fourth annual Report of Planned Gas Investments is provided at Attachment A.[1]

The S-238 Hinkley Electrical Upgrades Project, previously appearing in this annual report, commenced construction on January 20, 2026 pursuant to the exemption provided in GO 177 Section IV.B.c. for projects necessary to prevent unplanned emergencies. PG&E submitted an application for a Certificate of Public Convenience and Necessity for this project in April 2025.[2] Component failures and ongoing obsolescence issues, emerging in Summer 2025, elevated concerns that the Hinkley Compressor Station may not remain functional through the CPCN application period. For this reason,

[1] The Commission closed R.20-01-007 in D.24-09-034 and in D.24-10-029. PG&E is filing and serving its fourth annual Report of Planned Gas Investments both in this successor proceeding (R.24-09-012) and, in compliance with D.24-09-034, OP 3, in R.20-01-007.

[2] See Application 25-04-004, filed on April 9, 2025.

PG&E filed a Motion to Withdraw Application 25-04-004 on February 4, 2026.

Respectfully Submitted,

By: */s/ Jonathan D. Pendleton*
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ATTACHMENT A

Pacific Gas and Electric Company
Report of Gas Planned Projects Pursuant to General Order 177 Section X
Forecast Period 2026 - 2035
As of February 27, 2026

Line Item	A. Project Name	A. Monetary Threshold (Cost Greater than $50M)	Sensitive Receptors Threshold (Yes/No)	A. Exemptions Pursuant to Sec. IV (B)	B1: Planned Service Date for which CPCN was received but has not been placed in-service.	B2: In-service date for proposed route or corridor reviews are being undertaken w/governmental agencies or applications have already been filed.	B3: In-service dates for planned projects or planning corridors, on which planning corridor or route reviews have not started, but will be needed during the forecast periods.	C1. Relevant size parameters (e.g., length in miles)	C2. Planned Service Date	C3. Cities and counties involved located with an ESJ community as defined in the Commission's ESJ Action Plan	C3. ESJ Community (Yes/No)	C4. Detailed description of the gas infrastructure project including information on what will be modified or constructed, what specific actions will be taken, and why the project will be conducted;	C5. Projected Capital Expenditure (Estimated)	C6. Cumulative environmental impact of successive projects of the same types, in the same place	C7. Description of Cost Drivers	C8. Other Relevant Information	D1. high level analysis of non-pipeline alternatives considered	D2. Total Projected Quantified Reliability Cost Savings over Expected Life of Project.	D3. Projected Construction Expenditures	D4. Projected Operating Costs over the Expected Life of the Asset as of the year the report is filed (in both nominal and net-present value terms).
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)
1	S-1303 Los Medanos Compressor Replacement (Order 74048062)	Yes	No	No	N/A	N/A	August 2029	This project will replace an existing 4000 hp natural gas engine driven compressor with 2 compressors of a similar total size. No additional transmission pipeline miles added to the PG&E system. All upgrades are to be completed within the existing footprint of the facility.	August 2029	Concord CA/Contra Costa County	Yes	This project was presented in PG&E's 2023 GRC and approved in Decision D. 23-11-069. Scope of Work: Address obsolescence and improve reliability at Los Medanos by removing existing compressor K1 installed in 1979 and installing two new gas compressors and supporting auxiliary equipment. Overall capacity of the facility is not expected to change significantly.	$75,600,000	Not Yet Available - Detailed Project Engineering starting in 2026 PG&E believes this project will not adversely impact the environment.	Not Yet Available - Detailed Project Engineering starting in 2026 This is a large station compressor replacement project.	This project was presented in PG&E's 2023 GRC and approved in Decision D. 23-11-069. The existing compressor at Los Medanos is a rare model with limited parts availability and a history of reliability challenges. This project will replace the existing compressor with 2 new compressors in order to improve reliability and ensure that the facility can be operated for many more years. The new compressors will have approximately the same total capacity as the old compressor unit. Installation of the new compressors will require upgrades to many of the facility systems such as gas cooling, piping, valves, and air systems to support their operation. Where non-pipeline options are not feasible given the nature of the facility, PG&E incorporates emission reduction strategies during the design of replacement/new facilities where practicable. (i.e. low bleed/no bleed)	Retirement of Los Medanos underground gas storage facility was considered. However, to support PG&E's Natural Gas Storage strategy it was determined that the storage capacity at Los Medanos was still needed; the Commission supported this position in Decision D. 23-11-069. Non-pipeline alternatives are not applicable given the nature of the facility and need. Please also see Sections C.8 and D.2. Where non-pipeline options are not feasible given the nature of the facility, PG&E incorporates emission reduction strategies during the design of replacement/new facilities where practicable. (i.e. low bleed/no bleed)	Los Medanos is needed to meet demands on a 1:10 peak day. In the 2023 GRC rate case proposal, Los Medanos is estimated to supply 168 mmcfd – 191 mmcfd of gas during a 1:10 peak day. If the Los Medanos compressor is not replaced, it could have a catastrophic failure during injection season which would limit the field's withdrawal capacity. If we cannot obtain the required withdrawal rate from Los Medanos, PG&E may not be able to meet the 1:10 peak day supply standard. This could result in a supply shortfall on a 1:10 peak day. The purpose of the Los Medanos project is to increase facility reliability by replacing obsolete equipment necessary for gas injection. Please see Section C.8. Any projected reliability cost savings over the expected life of the project are unknown due to a number of variables (i.e. outage duration, outage frequency, market demand and/or capacity needs).	This project is in the early stages of engineering development. The $75.6M construction cost is a high level estimate. As the design matures cost could change to reflect the design. It is expected that this project will be completed within the next 5 years from 2026. Schedule will be determined on funding, design completion, constructability plan, material lead time and clearance/outage needs. The Projected Construction Expenditures include Materials, Construction Labor, Overheads including AFUDC and Material Burdens. * Projected Capital Expenditures (Estimated) are based upon a Rough Order of Magnitude estimate collected during the project feasibility study. The cost is subject to change based on the development or modification of the project.	N/A
2	S-261 Brentwood Station Rebuild (Order 74012901)	Yes	No	No	N/A	N/A	October 2029 - 2034 Multiple in service dates for various phases of construction (see C7) to keep station operational during construction work.	The project will replace the existing Brentwood Station terminal following all new codes and standards. No additional transmission pipeline miles added to the PG&E system. All upgrades will be completed within existing land owned by PG&E.	October 2029 - 2034	Brentwood, Ca./Contra Costa County	No	The scope of Work includes 1.) Replace the old and outdated piping, appurtenances, and equipment that have exceeded their useful life. 2.) Reduce operational risk by removing and upgrading old piping and equipment. 3.) Simplify the facility's piping configuration to improve operating safety. 4.) Improve operating flexibility and maintainability of the facility.	Est total project $212,000,000	No cumulative environmental impacts. No other projects of the same type are planned.	Phased construction for replacement of a major terminal on the gas transmission system. Includes all cost related to a multi-phase rebuild starting in 2026 and close out costs expected to be incurred through 2032. 2026: Complete Detailed engineering – 3rd quarter, GO 177 2027: GO 177 CPCN Application Submittal 2028: Start Construction P1 in Q3 (Pending GO 117 CPCN Approval) 2029: Finish Phase 1: Greenfield site preparation (Grade and lower pipeline) 2030: Start Phase 2: Greenfield site header and SCADA building 2031: Phase 3: Greenfield site Regulator Runs 2032: Phase 4: Existing Station Clearance to Start Removal of Old Assets 2033: Phase 5: Installing regulator runs on existing yard 2034: Phase 6: Existing yard cleanup and closeout construction 2035: As built and start closing out environmental permits 2036: Closeout all project activities	Brentwood is a key terminal for the PG&E gas transmission system connecting PG&E's storage facilities and other major transmission lines. Removal of this facility would severely impact PG&E's transmission system. The Brentwood Facility is approaching obsolescence and failure to maintain/invest in the system would impact system reliability. The complexity of the facility, as well as equipment obsolescence and age play a crucial role in the reliability of this terminal. While the risk of equipment failure is managed through routine equipment and component upgrades at the Brentwood Facility, the rebuild project as planned will significantly improve the reliability of this terminal. Presented in PG&E's 2023 GRC and approved in Decision D. 23-11-069. Additional funding requests will be requested in Advice Letter per D. 23-11-069.	Brentwood is a key terminal station for PG&E's gas system operations; therefore, retirement of the station was not considered. Please also see Sections C.8 and D.2. Project alternatives that were considered are listed below : •In-Place: The redesigned facility will be contained within the same fencing boundary that currently exists. •Greenfield: The redesigned facility shall be primarily located in the unused parcel of land immediately south of the existing location. This option minimizes the impact to system operations during construction. The empty parcel is owned by PG&E (option chosen) •Hybrid: The redesigned facility will utilize space in both the existing station boundary as well as the adjacent unused parcel in order to optimize the arrangement of equipment. Where non-pipeline options are not feasible given the nature of the facility, PG&E incorporates emission reduction strategies during the design of replacement/new facilities where practicable. (i.e. low bleed/no bleed)	Brentwood is a major terminal on the PG&E system. It is the primary routing location for gas withdrawn from McDonald Island. McDonald Island is the key storage field on the system and contains much of the gas needed for inventory management, reserve supply, and PG&E core storage customers. If functionality is compromised at Brentwood, it could impact PG&E's ability to manage inventory swings on the system, 1:10 peak day supplies, and ability to manage supplies during an emergency. The purpose of the Brentwood Terminal project is to enhance safety and reliability by replacing obsolete equipment and simplifying the design of the facility. Any projected reliability cost savings over the expected life of the project are unknown due to a number of variables (i.e. outage duration, outage frequency, market demand and/or capacity needs).	The current estimated cost of $212 M is based on preliminary engineering. As the design matures cost could change. Schedule will be determined on funding, design completion, material lead times, and clearance/outage needs. Projected Construction Expenditures include Materials, Construction Labor, Overheads including AFUDC and Material Burdens. * Projected Capital Expenditures (Estimated) are based on original submission and are subject to change including based on the development or modification of the project.	N/A
3	S-1399 Topock Compressor Station Rebuild	Yes	No	Yes - Exempt from GO 177, Pursuant to Section IV(A)(1) under Section IV(B)(a) due to the new EPA Good Neighbor Plan (effective March 15, 2023). See https://www.epa.gov/Cross-State-Air-Pollution/good-neighbor-plan-2015-ozone-naaqs	N/A	N/A	TBD	This project will replace the 9 existing 34000 hp reciprocal compressors with newer compressors to comply with the March 15, 2023 EPA Good Neighbor Plan. No additional transmission pipeline miles will be added to the PG&E system. All upgrades are to be completed within the existing footprint of the facility.	TBD	Needles & San Bernardino County	Yes	Scope of Work: Adhere to the new EPA Good Neighbor Plan to meet emissions requirements. See https://www.epa.gov/Cross-State-Air-Pollution/good-neighbor-plan-2015-ozone-naaqs for information regarding the Good Neighbor Plan Rule.	$288, 000, 000	Not Yet Available - Project has not started detailed engineering. All work will be within existing facility footprint. Reduction in GHG emissions	Not Yet Available - Project has not started engineering. This is a large station compressor replacement project.	The new EPA Good Neighbor Plan requires emissions reductions at Topock Compressor Station or the station will be forced to shut down every year from May 1 – September 30. This will substantively and adversely impact PG&E's backbone capacity. EPA's rulemaking has been remanded by the agency. PG&E is monitoring EPA's actions as well as the status of CARB revisions to the State Implementation Plan. Where non-pipeline options are not feasible given the nature of the facility, PG&E incorporates emission reduction strategies during the design of replacement/new facilities where practicable. (i.e. low bleed/no bleed)	Retirement of the station is not a viable option. The station is critical and integral part of PG&E's gas transmission system and is still needed to meet market and system demand. Therefore, non-pipeline alternatives are not available at this time. Where non-pipeline options are not feasible given the nature of the facility, PG&E incorporates emission reduction strategies during the design of replacement/new facilities where practicable. (i.e. low bleed/no bleed)	N/A	TBD	N/A
4	Hinkley Compressor Station Unit(s) Rebuild	Yes	No	No	N/A	N/A	TBD	This project is expected to replace the aging, existing reciprocal compressors with new compressors of a similar total size. No additional transmission pipeline miles added to the PG&E system. All upgrades are to be completed within the existing footprint of the facility.	TBD	San Bernardino County	Yes	Hinkley Compressor Station is located on the southern part of the backbone and is critical in ensuring transport of gas from the southern interconnect boarders. This project will address aging infrastructure and obsolescence issues for the exisiting compressor units.	TBD	TBD	TBD	TBD	Retirement of the station is not a viable option. The station is critical and integral part of PG&E's gas transmission system and is still needed to meet market and system demand. Therefore, non-pipeline alternatives are not available at this time. Where non-pipeline options are not feasible given the nature of the facility, PG&E incorporates emission reduction strategies during the design of replacement/new facilities where practicable. (i.e. low bleed/no bleed)	TBD	TBD	TBD
5	McDonald Island Compressor Unit(s) Repalcement	Yes	No	No	N/A	N/A	TBD	This project will replace the existing motor driven reciprocal compressors with new motor driven compressors of a similar total size. No additional transmission pipeline miles added to the PG&E system. All upgrades are to be completed within the existing footprint of the facility.	TBD	San Joaquin County	Yes	McDonald Island underground storage relies on compressor units to compress natural gas into underground reservoirs for storage. This project will address aging infrastructure and obsolescnece issues for existing units at the facility. This station is critical to ensuring sufficient natural gas supply is available within the service territory.	TBD	TBD	TBD	TBD	Retirement of the station is not a viable option. The station is critical and integral part of PG&E's gas transmission system and is still needed to meet market and system demand. Therefore, non-pipeline alternatives are not available at this time. Where non-pipeline options are not feasible given the nature of the facility, PG&E incorporates emission reduction strategies during the design of replacement/new facilities where practicable. (i.e. low bleed/no bleed)	TBD	TBD	TBD
6	Shingletown Station	TBD	No	No	N/A	N/A	TBD	Replacement station as planned upgrade in greenfield location; existing station will be retired from current location.	2029	Shasta County	No	Shingletown Station is a pressure limiting station located on the backbone pipeline that is critical for transportation of gas within the State. This project will update the aging infrastructure as part of the planned replacement; the station is planned to be replaced at a different segment of the backbone to ensure employee safety.	TBD	TBD	TBD	TBD	Retirement of the station is not a viable option. The station is critical and integral part of PG&E's gas transmission system and is still needed to meet market and system demand. Therefore, non-pipeline alternatives are not available at this time. Where non-pipeline options are not feasible given the nature of the facility, PG&E incorporates emission reduction strategies during the design of replacement/new facilities where practicable. (i.e. low bleed/no bleed)	TBD	TBD	TBD
7	L-021B MP 0 - 18.74	Yes	No	Yes. See 49 CFR 192.939	N/A	N/A	TBD	18.92 Piggable Miles (Pipeline Diameters: 12" and 16")	2031	N/A	No	Scope of Work: Install an In-line Inspection (ILI) receiver at Adobe Creek Meter station and ILI upgrade unpiggable features along L-021B from MP 0 - 18.74 which potentially includes replacing a section of L-021B that crosses the Napa River. The ILI launcher was already installed at the Napa Y Meter station.	$50,422,197	Not Yet Available - Project has not started detailed engineering	The main cost drivers are the potential L-021B pipe replacement across the Napa River and the high amount of non-valve fittings (102 elbows are included in current scope) that would be remediated to make the pipeline piggable.	The purpose of the L-021B ILI Upgrade is to allow for a 12"x16" inline inspection tool to launch from Napa Y Metering Station and receive at Adobe Creek Meter Station. In prior years to satisfy compliance, pipeline threats have been assessed using a combination of Non-Traditional ILI and Direct Assessment. Performing Direct Assessment on L-021B is not feasible where it crosses the Napa River. Threats due in 2033 would be assessed by a first time ILI inspection in 2032.	For the long term integrity of this pipeline and its threats, a non pipeline alternative is not viable. Pressure testing is the only alternative feasible and it does not enable the proactive identification of integrity issues. Failure of the pipeline during hydrotest could result in taking this segment of pipeline out of operation for a duration that would impact PG&E's ability to meet customer demand. This line has External Corrosion threat, Selective Seam Weld Corrosion susceptible, MAOP reconfirmation due in 2035, and parts of the route have manufacturing seam threat. While 49 CFR 192.921 allows operators multiple assessment options, In-Line Inspection is the preferred method across the industry as noted in California Code, Public Utilities Code – PUC § 958, and recommendations from the NTSB. External Corrosion Direct Assessment was evaluated as an option but this line also crosses the Napa River which would make ECDA infeasible (during the Digs phase). Strength testing could create extended impacts to the system and community in Napa.	N/A	Land purchases and design will start in 2028/2029 with the bulk of construction in 2030/2031	N/A