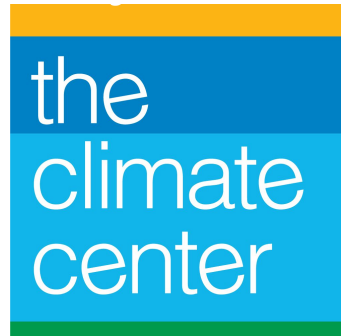


# Demand Flexibility as Affordability Solution

California Climate  
Policy Summit 2026



# WeaveGrid

## Company overview:

- Founded 2018 & headquartered in San Francisco.
- Secured core technology patents in US and internationally.
- \$80M capital raised - venture capital, climate funds, and strategic investors

## What we do:

- Software for grid orchestration of DERs, with focus on electric vehicles
- More than two dozen active managed charging programs across the US



# EVs are unique Distributed Energy Resources

**Growing Quickly:** Doubling every 2-3 years. EVs are on pace to become the largest DERs

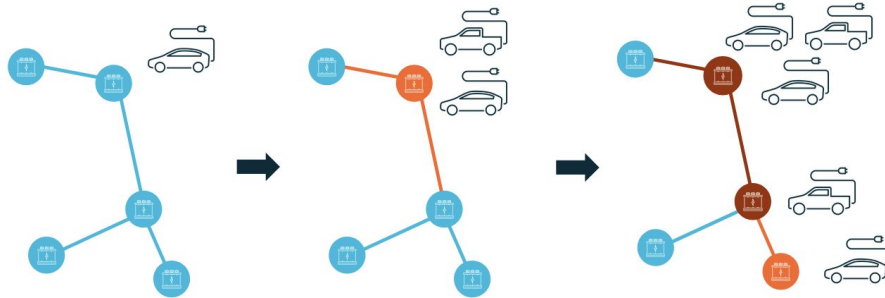
**High Power & Energy:** EVs often charge at greater than 7kW continuously

**Distribution Impacts:** EVs will create outsized strain on distribution grid assets

**Mobile:** EVs connect to the grid at different locations; they are temporal and spatial

**Experience is Critical:** Drivers buy EVs as their cars and trucks, not for DER capabilities

**Flexible & Bi-directional:** EVs can support load reduction, renewable integration, and power quality



# California Landscape

Leader in EV Adoption

20%+

of new vehicle sales  
are ZEVs

2.5m

ZEVs on the road (vs.  
1.5m target)

High Electricity Costs

\$0.32

Per kWh average  
residential rate in 2025

50%+

Revenue requirement  
due to distribution



# California's Policy Choices\*

Cost to EV Owners

High



Low



Low

High

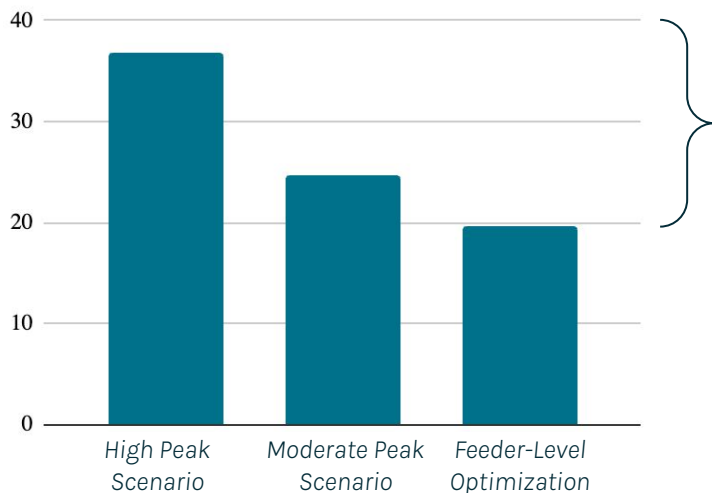
Cost to Ratepayers

\*grossly oversimplified caricature

Distribution Grid Electrification Model (DGEM) 2025 – California Public Advocates

# Distribution-level optimization could save California ~50% of distribution upgrade costs by 2040

Distribution Grid Investments through 2040 from Widespread Electrification<sup>1</sup>

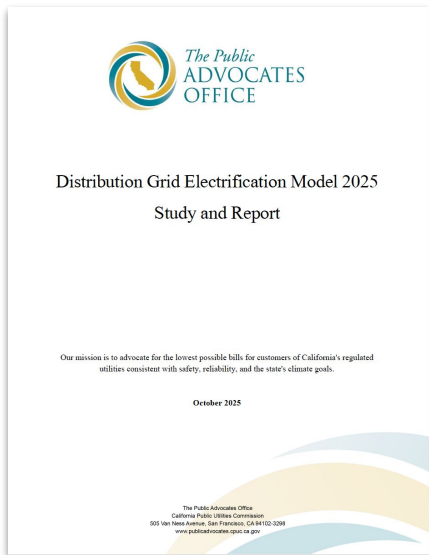


**DX UPGRADE COST SAVINGS WITH FEEDER-LEVEL OPTIMIZATION<sup>2</sup>**

**\$5-18B**

**REDUCTION IN DISTRIBUTION SYSTEM UPGRADE COSTS THROUGH 2040<sup>2</sup>:**

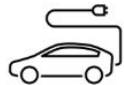
**~50%**



<sup>1</sup> Moderate building electrification adoption scenario

<sup>2</sup> Across modeled scenarios

# Distribution-Integrated System Capacity Orchestration



Purpose-built, enterprise-grade telemetry & control capabilities, embedded within OEM cloud system and native user interface



Integration with utility IT/OT systems (CIS, GIS, AMI/MDM, ADMS/DERMS, etc.) for hyper-local forecasting & detailed grid context



## Customer Charging Needs

### Ready-by Time

Select the times you'd like your car charged to reach your target battery level by each day.

Same on weekdays

Weekdays \*  
06:00 AM

Weekends \*  
06:00 AM

#### Target battery level

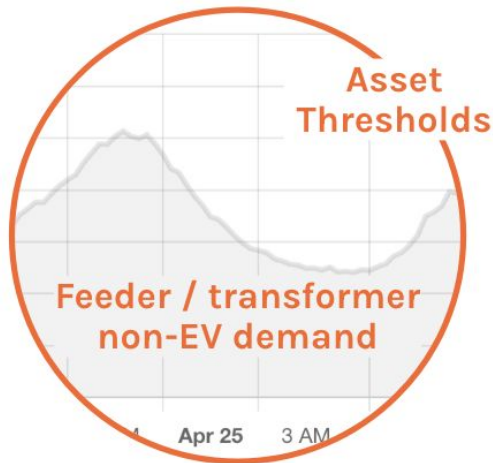
Battery level we'll reach every day at the time. Level set in your vehicle.

Your target battery level is:

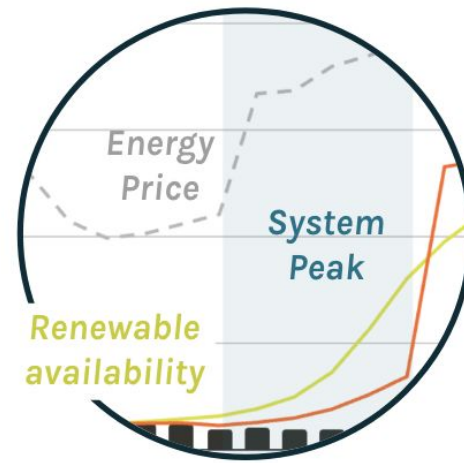
80%

State of Charge

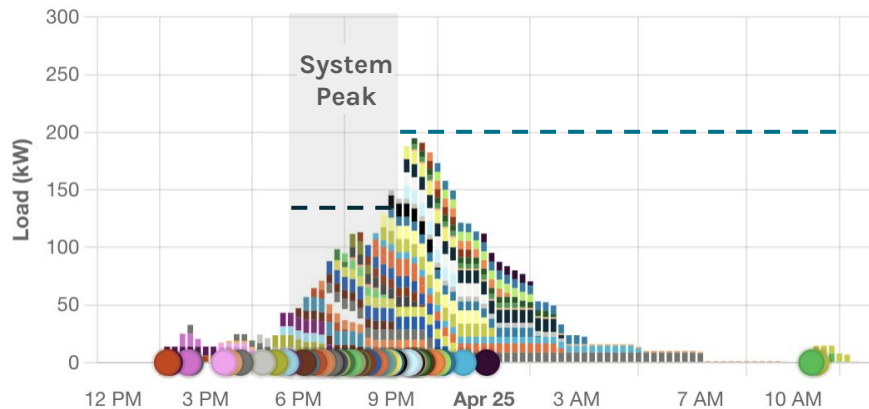
## Distribution Conditions



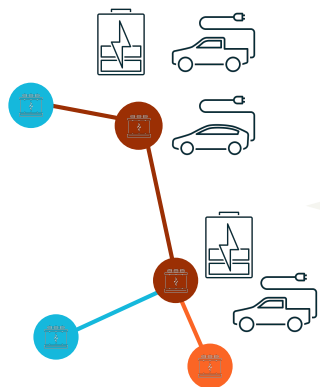
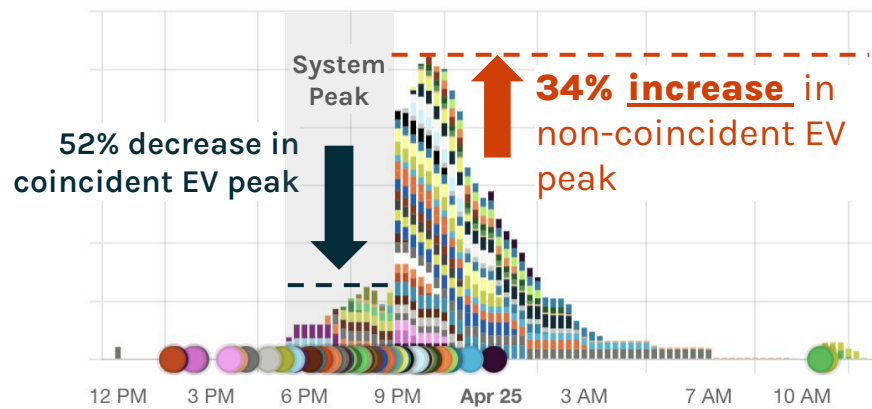
## Bulk System Conditions



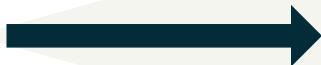
### Without Managed Charging



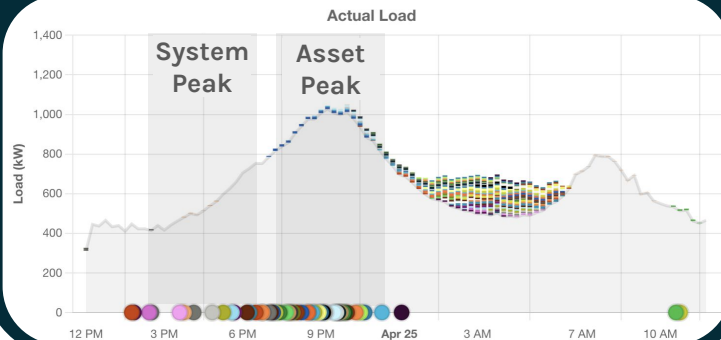
### Rate-Aligned Charging Behavior

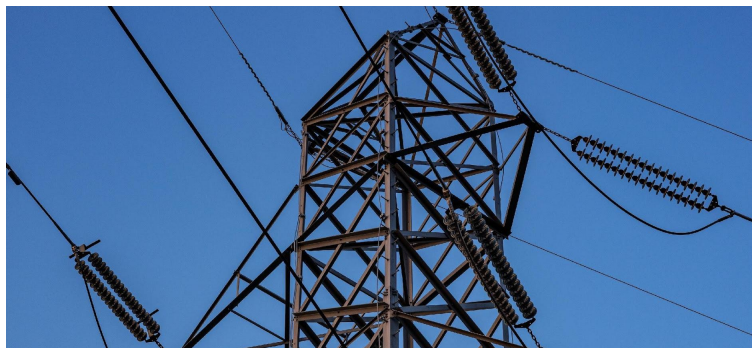


For each distribution node, DISCO minimizes device charging at bulk and asset-level peaks



**~90% decrease** in asset peak coincident charging load with Grid-Aware DISCO





## Charge Smart - SoCal

- Targeting downstream distribution infrastructure deferrals utilizing both V1G and V2X approaches
- CEC project with several thousand EVs targeting low-income and disadvantaged communities in the Gateway Cities
- Feeder-level optimization yields consistent reduction in daily peak asset loading

## EV Charge Manager

- Distribution optimization maximizes coincident and non-coincident EV peak reduction relative to TOU or bulk system signal
- EPIC-funded project targeting 7,500+ drivers in four EV-dense counties
- Reduced frequency, extent, and duration of low-voltage transformer overloads

PG&E ELECTRIC VEHICLE CHARGE MANAGER

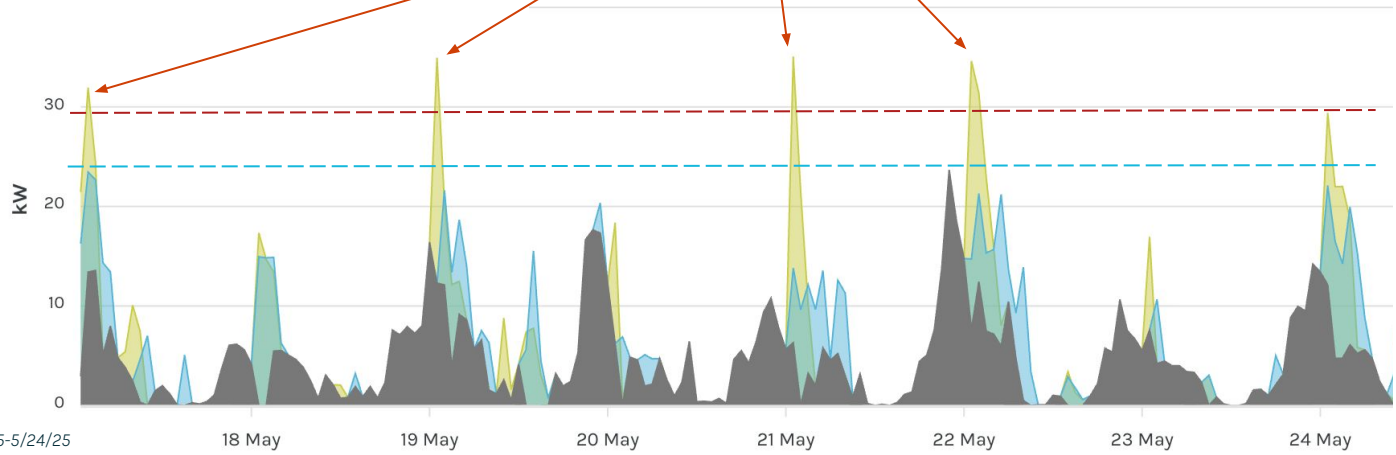
# With knowledge of asset data, Grid-Aware optimization can consistently reduce asset peak demand & overloads

## EV and non-EV load on Residential Transformer Under Different Charging Scenarios

- Actual EV Load with Grid-Aware DISCO
- TOU Counterfactual
- All Other Load on Transformer

TOU and no managed charging repeatedly peak above 30 kW

Grid-Aware DISCO consistently reduces aggregate peak to prevent overload



**6k+** EVs participating

**4k+** service transformers where EV load is being optimized to reduce grid strain

