

CUSTOMER OVERVIEW

Tahoe Transportation District (TTD) is a bistate agency (CA/NV) created to preserve access, mobility, and the environment in the Lake Tahoe Basin, evolving from managing capital projects into directly operating transit vehicles. Their current fleet snapshot consists of a mix of Diesel, Hybrid and all electric buses to service the greater Tahoe community. TTD also develops and manages access projects including the lakefront bike path and highdemand seasonal bus routes to destinations such as Sand Harbor, where summer ridership nearly doubles.

"I was charged with getting the pedestals working, and after contacting just about every vendor I could, when it's all said and done, it seemed the cost to upgrade was about the same as just putting new in."

*– Fleet & Facilities Manager
Jason Spohr.*



Charging Back to Life: Tahoe Transportation District Modernizes EV Infrastructure with Camber

CHALLENGE

Tahoe Transportation District (TTD)'s three electric buses were originally acquired via Low/No Emissions funding but initially sat idle because the plan to charge them at the yard collapsed when the utility couldn't deliver the required power. It was at this point that the decision was made to shift charging to a new "mobility hub" at a nearby community college with 450 kW overhead chargers for on-route charging and multiple 60 kW DC pedestals for overnight charging. While the overhead units worked, the pedestals never functioned and became unsupported after their original vendor declared bankruptcy.

Because the facility was federally funded, TTD had a "state of good repair" obligation, effectively requiring them to make the nonfunctional pedestals operational or risk scrutiny over idle assets.



SOLUTION

After realizing TTD was already working with Camber on reporting, TTD engaged the local Camber team who offered a free assessment of their site. Camber recommended replacing the failed pedestals with Power Electronics DC chargers, citing strong warranty backing and industry reputation, and proposed reusing existing conduit and civil work to avoid disturbing the heated paver system at the transit center.

"It was all very doable. We didn't have to tear up any ground, which was good because we have a full heated paver system at the transit center for snow melting, and that was going to be a nightmare if you had to disturb that..."
– Jason Spohr.

The new design shifted from remote inverters sending DC to the pedestals to an ACfed architecture with inverters integrated in each pedestal, requiring updated wiring but no trenching or demolition of the heated pavers. TTD ordered new pedestals from Power Electronics and used a local electrical contractor for installation; Camber then brought the units online and integrated them into its monitoring platform so TTD could see session data, state of charge, and error histories.

RESULTS

Stranded assets recovered: TTD converted two dead, federally funded pedestals into modern, supported DC fast chargers, aligning with "state of good repair" requirements and avoiding uncomfortable questions about underused infrastructure.



"When I got all the numbers, our charging credits pay for 8% of the power bill. —I'll take that"
– Jason Spohr



Reliable, flexible charging: The mobility hub now combines functioning overhead chargers with new Power Electronics pedestals and unified monitoring via Camber, supporting three Electric buses, two Ford ETransit vans, and future EV additions.

Improved operational savings: "Now that I have you guys monitoring our charging input, it's very easy to see what my kilowatt usage is." Says Spohr, "We're still not even taking full advantage of the system, because your monitoring has the ability to let us plug into the overhead charger and tell it, 'Start charging when offpeak rates hit.' We haven't even done that yet... but it's easy savings."

Improved EV uptime via training: With Spohr leading regular highvoltage and diagnostics training, their electric coaches are now running daily without needing extended shop time—previously "unheard of" given frequent faults.

Carbon credit electrical offset: As an added bonus, TTD uses charging credits to help offset their monthly electricity bill.

LOOKING AHEAD

Spohr advises other agencies to stage electrification carefully by securing infrastructure and monitoring first, then buying maximum warranty coverage on buses and chargers, investing early in technician training, and using real data (not assumptions) on costs and emissions.

He recommends adding EVs incrementally as older buses age out, rather than trying to flip an entire fleet at once. Looking forward, TTD envisions future shared charging/transit centers that coserve public EVs and buses—models where a partner like Camber and robust monitoring are critical to longterm success.

