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FACT SHEET

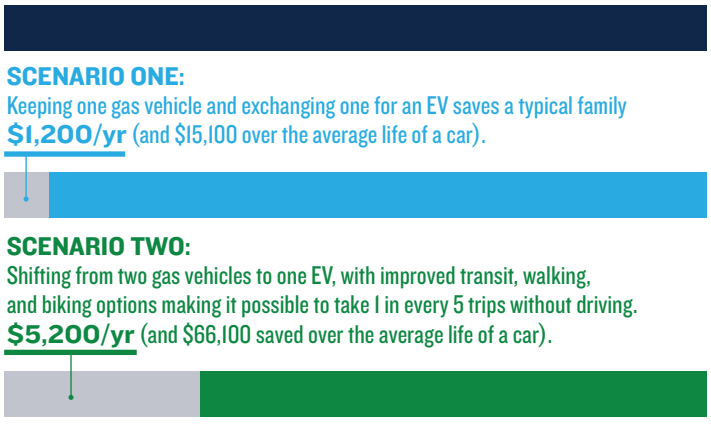
GEORGIA'S NEXT GOVERNOR HAS AN IMPORTANT ROLE TO PLAY IN REDUCING HOUSEHOLD TRANSPORTATION COSTS

Gas prices in Georgia climbed past $4 per gallon this fall, high enough that Governor Brian Kemp declared a state of emergency and suspended the state gas tax. After housing, transportation is the second-largest expense for Georgia households. The average family spends more than $18,000 a year on car payments, fuel, maintenance, and insurance, which is nearly a quarter of the state's $80,000 median household income.[1] Most Georgians have no choice but to absorb those costs, because in much of the state driving is the only practical way to get to work, school, or the doctor. State leaders can change that by giving families more choices: reliable transit, safe routes for walking and biking, and electric vehicles that cost less to fuel and maintain. **Clean transportation belongs at the center of a governor's affordability agenda** because it lowers household costs while improving access, air quality, and economic resilience.

STATE LEADERS CAN GIVE FAMILIES MORE OPTIONS AND THE OPPORTUNITY TO SAVE MONEY

Our model analysis assessed the potential cost savings that could accrue from the following scenarios:

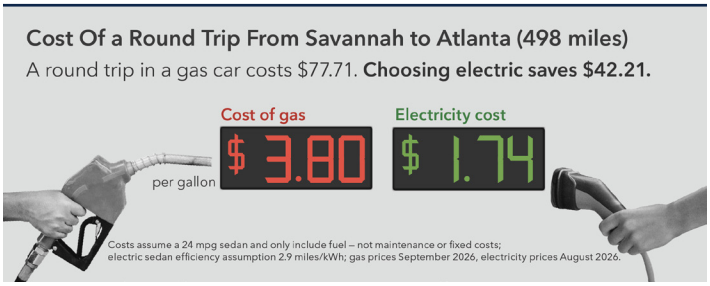
FIGURE 1: HOW GEORGIA FAMILIES CAN SAVE ON TRANSPORTATION COSTS[2]



*Total cost includes car payments, gas, maintenance, and insurance. This analysis assumes the vehicles are sedans, 24 mpg or 2.9/kWh efficiency.

If given the option to affordably switch from a gasoline vehicle to electric, many families can save money year over year. For other households in some parts of the state, expanding access to transit, biking, walking, and bike- or car-share opportunities can make it possible to reduce the number of household vehicles, generating even larger savings.

FIGURE 2: COMPARING THE COST OF FUELING GAS AND ELECTRIC VEHICLES[3]



Electric vehicles cost less to fuel and maintain than gas cars do, meaning that EVs can help families cut transportation costs.[4] Additionally, expanding EV charging makes better use of the electric grid, which helps keep power bills from going up for everyone, including people who never plug in a car.[5]



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Rush Hour Traffic along the I-75 in Atlanta, Georgia.

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CONTINUING TO ELECTRIFY OUR TRANSPORTATION SYSTEM CAN REDUCE UNEXPECTED PRICE JUMPS ACROSS OUR HOUSEHOLD BUDGETS

Nearly all food and most consumer goods are transported via trucks, most of which still run on diesel. Moving away from diesel—which not only is vulnerable to price spikes but also disproportionately contributes to toxic air pollution that drives up our public health costs—must be a priority for protecting both our lungs and our pocketbooks.



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A man rides a bicycle in a dedicated bike lane on Spring St in Atlanta, Georgia.

CLEAN TRANSPORTATION ALSO DELIVERS IMPORTANT HEALTH AND CLIMATE BENEFITS

Cleaning up transportation would deliver major public health, climate, and economic benefits for Georgia. Transportation is the single biggest source of climate and local air pollution in the United States. A study by the American Lung Association found that zeroing out tailpipe pollution by electrifying cars, trucks, and buses in Georgia could yield $29.3 billion in public health benefits and avoid up to 2,640 premature deaths, 78,500 asthma attacks, and more than 385,000 lost workdays between 2020 and 2050.[6]

These benefits would be especially pronounced near major truck routes, where communities are exposed to enormous amounts of transportation pollution. Focusing on zero-emission freight can help ensure that those living near freight corridors and experiencing disproportionate exposure to transportation pollution share the benefits of cleaner air and reduced health harms.

WHAT GEORGIA'S NEW GOVERNOR CAN DO TO MAKE TRANSPORTATION MORE AFFORDABLE FOR GEORGIA HOUSEHOLDS

- **Modernize the transportation funding system.** State leadership matters because states control how transportation funding is spent, including federal highway formula dollars. State leaders can spend transportation dollars on projects that deliver the greatest benefits for Georgians by using a portion of flexible highway funds to advance transit, walking, biking, and EV infrastructure—including infrastructure to support zero-emission freight and goods movement—instead of spending on ineffective projects that add highway lanes.
- **Activate Georgia's membership in the Southern Rail Commission**, which was established by Congress to enable member states to plan and advocate for passenger rail, appoint two commissioners, allocate the requisite annual dues, and direct the legislature to update Georgia's rail legislation to align with language adopted by current member states.
- **Lead by example by electrifying the government's own fleets—cutting fuel and maintenance costs for the state and ultimately the taxpayers.** By directing state agencies to incorporate vehicle electrification and charging infrastructure needs into fleet, facility, and transportation planning, and by leveraging state purchasing power—particularly by considering total lifetime cost of ownership during procurement—state leaders can support manufacturing in Georgia alongside reduced costs.
- **Engage the Port of Savannah and City of Savannah on drayage truck and port operation electrification.** This is a targeted, definable, and measurable opportunity to reduce local air pollution emissions, especially for those most exposed to poor air quality.

Endnotes

1 Ali Lehman, "Methodology: State Governors Have an Important Role to Play in Reducing Household Transportation Costs," NRDC, November 2026, https://www.nrdc.org/sites/default/files/2026-10/Methodology_State_Governors_Have_Important_Role_Play_Reducing_Household_Transportation_Costs.pdf. Installation costs for home charging, electricity demand charges, free public or workplace charging, purchase taxes, resale value, depreciation, and parking costs are not included in this analysis.

2 Ibid.

3 Ibid.

4 Dan Wilkins and Nick Nigro, "Comparing the Cost of Owning the Most Popular Vehicles in the United States: 2025 Update," Atlas Public Policy, June 2025, https://atlaspolicy.com/wp-content/uploads/2025/07/Comparing-the-Cost-of-Owning-the-Most-Popular-Vehicles-in-the-United-States-2025-Update.pdf.

5 Sarah Shenstone-Harris et al., "EVs Driving Affordable Rates for All Customers: State-by-State Cumulative EV Net Rate Impact Summary," Synapse Energy Economics, June 2026, 7, https://www.synapse-energy.com/sites/default/files/EV%20All%20State%20List%202026%20June%20Updated%2025-136.pdf; Synapse Energy Economics, "EVs Driving Affordable Rates," accessed October 22, 2026, https://www.synapse-energy.com/evs-driving-affordable-rates.

6 American Lung Association, *Zeroing In on Healthy Air: A National Assessment of the Health and Climate Benefits of Zero-Emission Transportation and Electricity*, 2022, 10–11, https://www.lung.org/getmedia/13248145-06f0-4e35-b79b-6dfacfd29a71/zeroing-in-on-healthy-air-report-2022.pdf.