



Hall: Cutting Bloated Department Spending Can Raise \$3.1B More For Roads; MDOT Says No Road Dollars Means Lost Jobs

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House Speaker [Matt HALL \(R-Richland Township\)](#) pulled out his slide projector today to show how department budgets have ballooned during Gov. [Gretchen WHITMER'S](#) time in office and how making some obvious spending cuts can get the state to the \$3.1 billion more a year in road funding without cutting education or Medicaid.

During today's press conference, Hall compared the Fiscal Year 2025 budget passed during the last year of the Democratic trifecta to Gov. Rick SNYDER's last budget, and highlighted stark increases.

The Attorney General's budget is up 22 percent as she hires more staff to go after political opponents with criminal charges that are falling apart in court, he said. The Department of Technology, Management and Budget is up 36 percent, due in large part to “out-of-control IT systems.” The Department of Agriculture and Rural Development is up 38 percent with “grant programs that contain waste, fraud and abuse.”

He moved on to the Department of Civil Rights, where funding is up 80 percent so they can fund positions they're not filling and then allegedly “squirreling away the money,” Hall said. The Department of Labor and Economic Opportunity (LEO) is up 92 percent, which is where the Michigan Economic Development Corporation funds its programs and where lawmakers stick their “pork barrel projects.”

“There's going to be a lot of changes to this department,” the Speaker projected. “We're going to end a lot of the corporate giveaways.”

His last department target was the Department of Environment, Great Lakes and Energy (EGLE), which has seen its funding increase 107 percent.

The Speaker said Whitmer has known all along that there was money in the state budget to fix the roads, but she used the money to “grow government and to spend money on pork spending for politicians and to give billions and billions of dollars to companies like GM, Ford and Gotion.”

To this, Whitmer press secretary Stacey LaROUCHE said the Governor remains committed to signing a fully negotiated, bipartisan budget that funds schools, roads, local governments and other services Michiganders rely on.

“Our office will continue to work with both sides toward an agreement that will make another historic investment in our kids, enact a long-term road funding solution, and supports our local governments and services like fire, police and EMTs,” she said.

The first point Hall made during today's press conference is that the House Republicans' K-12 budget is technically larger than the one Senate Democrats passed that the Governor proposed. The difference is that nearly all the categorical spending is rolled up, giving schools more flexibility to pay for whatever priorities they feel are important.

Hall said when you dig through the House's K-12 budget, at-risk funding for schools is maintained, it's just appropriated differently. More money is going to lower-income districts, he said. Also, he claimed special education funding is increased by \$127 million.

“What Democrats are doing is they're taking our budget, which eliminates a lot of regulations, and empowers local districts,” Hall said. “They're making very large generalizations, and they're lying.”

Also, since the House Republicans' budget rolls up most categorical funding, school districts could offer free breakfast and lunch if they wanted. They just wouldn't get a special earmark for it.

“Under the House budget, we could do more. We could do dinner. They could do snacks. They could fund any meal they want,” he said. “So the Democrats are just straight lying with their fearmongering and rhetoric.”

In the Q&A, MIRS asked Hall, “If you're hearing from constituents that government is broken, do you believe that a solution to it being broken is to shut it down.”

The Speaker answered bluntly, “No.”

MDOT Says No Road Dollars Means Lost Jobs

Michigan stands to lose up to 21,000 jobs a year supported by road construction if the legislation “does not act now” and pass at least \$3 billion a year in additional road funding, [according to two state department directors in a letter](#) dated today to lawmakers.

With the five-year surge behind Gov. [Gretchen WHITMER](#)'s *Rebuilding Michigan* bonding plan expiring this year, Michigan is projected to have 8,697 fewer road construction jobs next year than this year, wrote Department of Transportation Director [Brad WIEFERICH](#) and Department of Labor and Economic Opportunity (LEO) Director [Susan CORBIN](#).

With a \$1 billion increase in road funding, the duo's work with economists and business and industry stakeholders found that 24,217 would be created overall, 7,260 more jobs

than the baseline scenario. With the \$3 billion the Governor and Speaker Hall want, the projections increase to 21,464 more jobs.

Wieferich and Corbin also argued that road construction is a good job provider to blunt expected losses from tariffs and other federal economic policies. They also argued that a loss of funding “will stall the progress Michigan has made in registered apprenticeships.”

“Without road construction jobs in Michigan, our skilled workers could leave Michigan to find work in other states,” the letter reads. It also reads that no more road funding will mean more poor roads aren't safe for emergency vehicles who refuse to traverse.

“In the last few years, we've improved the overall rating of Michigan roads by 12 percent, achieving 85 percent good and fair roads,” argued Corbin and Wieferich. “Why stop now? We must pass this funding to protect jobs, support families, keep our communities strong and our roads safe and reliable for all users.”