

Legislative Analysis



KEAGAN SPENCER MEMORIAL HIGHWAY

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House Bill 4267 as reported from committee
Sponsor: Rep. Angela Rigas
Committee: Transportation and Infrastructure
Complete to 5-19-25

Analysis available at
<http://www.legislature.mi.gov>

SUMMARY:

House Bill 4267 would amend the Michigan Memorial Highway Act to designate highway M-6 in Kent County, from Kalamazoo Avenue to 60th Street Southeast, as the “Keagan Spencer Memorial Highway.”

Proposed MCL 250.1094a

BACKGROUND:

According to committee testimony and online sources, Keagan Matthew Spencer was born to Matthew Spencer and Miko Garrison on December 19, 1997, and was a student in the Hastings Area School System. Keagan later became a third-generation tow truck driver, following in the footsteps of both his father and his grandfather, Don Spencer. He enthusiastically and diligently worked in the tow industry and, in October 2023, realized a longstanding dream when he became co-owner and operator of his own company, Towzilla Towing and Recovery, in Hastings.

On the morning of November 4, 2023, Keagan left home to answer a tow dispatch. He was eastbound on M-6 near Kraft Avenue Southeast in Caledonia Township, towing two vehicles, when he saw a dog running loose in the median and stopped to rescue it. Keagan parked his tow truck in the median with flashers activated and stepped out of his tow truck. An eastbound vehicle, traveling at or near 80 miles per hour, swerved left when the driver noticed that traffic had slowed ahead. The driver lost control and drove off the road into the median, striking and killing Spencer. Keagan was 25 years old.

Dedicating a portion of highway M-6 in Kent County would be an appropriate way to honor his dedication, commitment, and service to his community and our state.

FISCAL IMPACT:

Section 2 of the Michigan Memorial Highway Act indicates that the state transportation department shall provide for the erection of suitable markers indicating the name of the highway only “when sufficient private contributions are received to completely cover the cost of erecting and maintaining those markers.” As a result, the bill has no state or local fiscal impact.

POSITIONS:

The Michigan Department of Transportation indicated a neutral position on the bill. (4-29-25)

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