

Legislative Analysis



SENIOR CHIEF PETTY OFFICER JASON P. MAY MEMORIAL HIGHWAY

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House Bill 4154 as reported from committee

Sponsor: Rep. Jay DeBoyer

Committee: Transportation, Mobility and Infrastructure

Complete to 6-11-23

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

(Enacted as Public Act 62 of 2024)

SUMMARY:

House Bill 4154 would amend the Michigan Memorial Highway Act to designate the portion of highway M-3 in Macomb County beginning at the intersection of Gratiot Avenue and 23 Mile Road and continuing to the end of M-3 as the “Senior Chief Petty Officer Jason P. May Memorial Highway.”

MCL 250.1062b

BACKGROUND:

According to committee testimony, the *Military Times*, and the *Baltimore Sun*, Jason P. May was born in 1977 in Chesterfield Township in Macomb County to Pamela J. Slanec and Phillip May. He enlisted in the Navy right after high school. He was a humble and dedicated service member who came home often before his deployment to the amphibious assault ship *USS Essex* during Operation Enduring Freedom.

On May 11, 2015, the *USS Essex* left San Diego for a scheduled deployment with the 15th Marine Expeditionary Unit to the Arabian Sea. On June 29, while serving aboard at sea, Senior Chief Petty Officer Jason P. May experienced chest pains during routine operations and collapsed. Navy medical personnel aboard the ship attempted to revive him but could not. At the time of his death, Senior Chief Petty Officer Jason P. May had proudly served the United States Navy for 18 years. He was 38 years old.

Dedicating a portion of M-3 in Macomb County would be an appropriate way to recognize and honor the life of Senior Chief Petty Officer Jason P. May for his service and his sacrifice for our country.

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. (5-23-23)

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■ This analysis was prepared by nonpartisan House Fiscal Agency staff for use by House members in their deliberations and does not constitute an official statement of legislative intent.