

**From:** [Kerry OConnor](#)  
**To:** [Garneau, Allen M CIV](#)  
**Subject:** [Non-DoD Source] A request to delay approval of a second bridge by Manuel (Matty) Maroun's Ambassador Co.  
**Date:** Sunday, February 28, 2016 11:48:52 PM

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Dear Commandant Garneau;

As a resident and business owner in Southwest Detroit, who also regularly uses Fort Street to train for the Detroit/Windsor Marathon, my reason for writing is to ask you to delay approval of Matty Maroun's request to build a second bridge for the following reasons:

Manuel (Matty) Moroun's Ambassador Port Co. has failed to submit a detailed demolition plan (and guaranteed escrow account) for removing the existing bridge, even though he plans to take the bridge offline, and use it only for special events (not sure what this means, maybe bungee jumping). Falling debris from the existing bridge already presents a hazard to boats navigating the river and to citizens of Detroit. Without motivation, Matty Maroun has a history of allowing his properties to fall into disrepair, making shoddy repairs, only as a last resort. Essentially, Matty Maroun is transferring the liability and daily hazard of a decaying bridge to the US Coast Guard, boats navigating the river, and to the municipalities and citizens of Detroit and Windsor. A reasonable person would be inclined to believe the related hazard will increase for the next 30 years, or longer. If the US Coast Guard legally fails to hold Matty Maroun to a binding agreement to remove the existing bridge, Matty Maroun lacks any incentive or motivation to remove the existing bridge, and the hazard it uniquely presents.

2) Matty Maroun has a well-demonstrated history of intentional deception, and a willingness to game regulatory systems, including engaging in fraud and deception in some of their most basic forms: <http://www.wxyz.com/news/region/detroit/man-says-he-was-paid-to-show-support-for-a-second-ambassador-bridge-span-at-community-meeting> . As the example suggests, and Matty Maroun's alleged promise to create 200 jobs as part of the "master concession agreement" signed in 2005 that failed to materialize bears out, once Matty Maroun gets what he wants, he quickly forgets his promises. Given Matty Maroun's history of deception, if one removes the likelihood of the Detroit's un-educated, un-skilled residents being employed in building the replacement bridge (no specific promises have been made in writing), one is left with only the environmental impact on the Detroit and Windsor communities, and the benefit of building the replacement bridge is less attractive, to families living in the surrounding neighborhoods who will be directly impacted. Matty Maroun has been victimizing the citizens of Detroit for decades by 'inside deals' that in a way, were masterpieces of deception when it came to making misleading promises to the poor and un-educated voters to secure their votes, who were never going to be the actual beneficiaries in any form.

[One example that serves as a cautionary example: The Port Authority has been hampered

for years by a controversial contract with Manuel (Matty) Moroun's Ambassador Port Co. The contract, known as a "master concession agreement," stems from a deal that began in 2005 under former Mayor Kwame Kilpatrick's administration. Moroun lent the Detroit/Wayne County Port Authority \$2.1 million to pay off debts tied to the Detroit Marine Terminals site, a 34-acre shipping dock on the Detroit River halfway between the Ambassador Bridge and Zug Island. In exchange, the Ambassador Port Co. received sweeping control of the facility, favorable interest rates on the loan, tax exemptions, a new revenue stream and a right to buy any riverfront property the Port Authority might hope to sell. The Port Authority has been unable to pay off the loan.]

In summary, neither the US Coast Guard, nor boats navigating the river, or the citizens of Detroit and Windsor, derive a satisfactory result from granting Matty Maroun's Ambassador Port Co. fast approval to build a new replacement bridge. A careful attention to detail, and a diligent effort to get all the aspects of the agreement in writing, are well justified, based on past experience.

Thank you for your consideration.

Sincerely,

Kerry James O'Connor

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