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## TEXAS HSR FOCUS OF DEPARTMENT OF JUSTICE INQUIRY REQUEST

### Request to US Department of Justice to review potential violation of Federal Agents Registration Act.

Jewett, Texas – Last Friday, US Department of Justice (DOJ) received a letter regarding potential violations of the Federal Agents Registration Act (FARA) by Texas Central Partners, the company promoting the high-speed rail project between Dallas and Houston. The letter highlights a pattern of non-compliance designed to avoid public scrutiny of the project’s foreign funding sources, financial feasibility, and bogus ridership projections.

Texans Against High-Speed Rail President Trey Duhon said, “Once Amtrak expressed interest in resurrecting the Dallas to Houston HSR from the hands of the distressed assets company now controlling what is left of the project, we felt it was important to review what we know of the project with fresh eyes. We found additional issues with the Environmental Impact Statement for the project, as well as concerns related to FARA. We understand that high-speed rail is a priority for the Biden Administration but given the serious environmental justice issues and alleged improper handling of foreign financial backing of this project, we strongly advise the US Department of Transportation and the Biden Administration to pick a different horse.”

Last month, TAHSR board members met with Andy Byford, Senior Vice President of High-Speed Rail Programs for Amtrak, to discuss concerns regarding the process and content of the Environmental Impact Statement. Along with the environmental justice concerns, Judge Duhon, Ms. Christie Parker and Mr. Randy Scofield shared information about incorrect ridership calculations, lack of attention to flooding and drainage, public safety issues and new development along the route since the publication of the EIS.

After compiling publicly available information and information obtained through public records requests, TAHSR worked with Holtzman-Vogel to produce the letter submitted last week to the US Department of Justice. “Because this project has lobbied the US government for both funding and special rules related to the technology of choice for this project, and because properties in ten Texas Counties have been deeded to the Japanese sovereign wealth fund as a result of a loan for real estate purchases, we have requested a review by the Department of Justice. We feel confident we have presented enough information to warrant this review,” Duhon said.

The letter sent to the DOJ has also been shared with State Representative Cody Harris of House District 8, who issued the following statement, “We are calling on Merrick Garland and the U.S. Department of Justice to enforce the Foreign Agents Registration Act (FARA) as Texas Central continues its efforts to take Texas land for a rail system that is now projected to cost well over \$30 billion. Beyond the serious issue of eminent domain and the ways it would tear apart ranches that have been held by Texas families for generations, this effort is effectively handing Texas property to foreign entities.”

Representative Harris continued, “I wholeheartedly support this call to put an end to the deceptive practices by Texas Central, Texas Central Holdings LLC, New Magellan Ventures and, by extension, the Japan Bank of International Cooperation and Japan Texas High-Speed Railway Cayman LP. We are not interested in the Japanese government obtaining control of Texas lands or any of our transportation systems.

“I have and will continue to fight against Texas Central’s underhanded efforts to acquire land and their attempt to leave Texas taxpayers bearing the burden of this bloated and mishandled project. They’ve figured out that they cannot pull the wool over Texans’ eye, so now they’re trying it with the federal government. I look forward to working with my federal counterparts to expose the truth and stop this boondoggle once and for all.”

For the benefit of Texas landowners and US taxpayers, the issue of non-compliance with FARA should be reviewed and resolved before the federal government commits any further resources to support the project via Amtrak and DOT. [Click here](#) for the full document submitted to the Department of Justice.

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