

Instructions for the nominees: The Senate Committee on Commerce, Science, and Transportation asks you to provide typed answers to each of the following questions. It is requested that the nominee type the question in full before each response. Do not leave any questions blank. Type "None" or "Not Applicable" if a question does not apply to the nominee. Return printed answers to Committee. Begin each section (i.e., "A", "B", etc.) on a new sheet of paper.

A. BIOGRAPHICAL INFORMATION AND QUALIFICATIONS

1. Name (Include any former names or nicknames used):

Anthony Rosario Coscia
Nickname: Tony

2. Position to which nominated:

Director, Amtrak Board of Directors

3. Date of Nomination:

July 13, 2015

4. Address (List current place of residence and office addresses):

Residence:

[REDACTED]

Office:

[REDACTED]

5. Date and Place of Birth:

September 9, 1959
Paterson, NJ

6. Provide the name, position, and place of employment for your spouse (if married) and the names and ages of your children (including stepchildren and children by a previous marriage).

Spouse:

Alice Coscia, Substitute School Nurse, North Caldwell, NJ and Banyan School Fairfield, NJ; Graduate Student, Felician College, Lodi, NJ

Children:



7. List all college and graduate degrees. Provide year and school attended.
- Rutgers University School of Law, Juris Doctorate (1984)
 - Georgetown University School of Foreign Service, Bachelors of Science in Foreign Service, International Economics (1981)
8. List all post-undergraduate employment, and highlight all management-level jobs held and any non-managerial jobs that relate to the position for which you are nominated.

Managerial/Related Positions Are Bolded Below:

Windels Marx Lane & Mittendorf, LLP (1984 – Present)

- **Partner & Member of Executive Committee** (2000 – Present)

Member of the firm as a partner in the general corporate, commercial and real estate groups.

- **Partner** (*then-Windels Marx Davies & Ives*) (1990 - 2000)

Member of the firm as a partner in the general corporate, commercial and real estate groups.

- Associate Attorney (*then-Windels Marx Davies & Ives*) (1984 - 1990)

General corporate, commercial and real estate practice.

9. Attach a copy of your resume.

Attached.

10. List any advisory, consultative, honorary, or other part-time service or positions with Federal, State, or local governments, other than those listed above, within the last ten years.

- Chairman, Board of Directors, National Railroad Passenger Corporation (AMTRAK) (2013 – Present) (appointed a Director of the Board in 2010)
- Chairman, Board of Commissioners, Port Authority of New York & New Jersey (April 2003 – February 2011) (continued on Board of Commissioners until June 2011)
- Member, Essex County Government Review Task Force (2005 – 2007)

11. List all positions held as an officer, director, trustee, partner, proprietor, agent, representative, or consultant of any corporation, company, firm, partnership, or other business, enterprise, educational, or other institution within the last ten years.

- Partner, Windels Marx Lane & Mittendorf, LLP (1984 – Present)
- Member, Council of Trustees, New Jersey Performing Arts Center (2006 – Present)
- Trustee, New Jersey Community Development Corporation (2007 – Present)
- Director, National Railroad Passenger Corporation (AMTRAK) (June 2010 – Present)
- Director, Sun Bancorp Inc. (November 2010 – Present)
- Member, Georgetown University Edmund A. Walsh School of Foreign Services Board of Visitors (2011 – Present)
- Director, Sun National Bank (April 2011 – Present)
- Director, Regional Plan Association (June 2011 – Present)
- Director, United Water, Inc. (December 2012 – Present)
- Advisory Board Member, Advance Realty Group (March 2015 – Present; previously 1995 – 2006)
- Regent, Georgetown University Board of Regents (2007 – 2013)

- Director, Tutor Perini Corporation (September 2012 – May 2013)
- Trustee, New Jersey Network (NJN) Foundation (2001 – 2011)
- Director, Motor Coach Industries International, Inc. (May 2009 – September 2010)
- Trustee, Cerebral Palsy of North Jersey (2004 – 2010)
- Trustee, Liberty Science Center (2006 – 2008)
- Director, Marcal Paper Mills, Inc. (1998 – 2007)
- Director, Interchange Financial Services Corporation and Interchange Bank (1997 – 2007)
- Advisory Board, PNC Bank, NJ (1997 – 2007)
- Director, Ryan Beck & Co. (2006 – 2007)

12. Please list each membership you have had during the past ten years or currently hold with any civic, social, charitable, educational, political, professional, fraternal, benevolent or religious organization, private club, or other membership organization. Include dates of membership and any positions you have held with any organization. Please note whether any such club or organization restricts membership on the basis of sex, race, color, religion, national origin, age, or handicap.

- Member, New Jersey Alliance for Action (1998 – Present)
- Member, National Association of Industrial and Office Properties, NJ Chapter (2004 – Present)
- Member, New Jersey Performing Arts Center Council of Trustees (2006 – Present)
- Director, New Jersey Community Development Corporation (2007 – Present)
- Member, Partnership for New York City (2007 – Present)
- Member, Economic Club of New York (2008 – Present)
- Director, Regional Plan Association (2011 – Present)
- Trustee, Georgetown University Edmund A. Walsh School of Foreign Service Board of Visitors (2011 – Present)
- Member, Georgetown University Board of Regents (2007 – 2013)
- Trustee, New Jersey Network (NJN) Foundation (2001 – 2011)
- Trustee, Cerebral Palsy of North Jersey (2004 – 2010)
- Director, Liberty Science Center (2006 – 2008)
- Member, Rutgers University Business Council (2005 – 2007)

13. Have you ever been a candidate for and/or held a public office (elected, non-elected, or appointed)? If so, indicate whether any campaign has any

outstanding debt, the amount, and whether you are personally liable for that debt.

No.

14. Itemize all political contributions to any individual, campaign organization, political party, political action committee, or similar entity of \$500 or more for the past ten years. Also list all offices you have held with, and services rendered to, a state or national political party or election committee during the same period.

DATE	AMOUNT	ENTITY
• 06/05/15	\$2,700	Friends of Schumer
• 06/30/14	\$2,600	Cory Booker for Senate
• 05/26/14	\$650	Blumenthal for Connecticut
• 05/02/14	\$2,800	Menendez for Senate
• 04/01/14	\$500	Autumn Burke for Assembly 2014
• 08/13/13	\$2,500	Booker for Senate
• 09/13/11	\$2,500	Menendez for Senate
• 03/15/11	\$500	Quinn for NY
• 09/27/10	\$2,500	Andrew Cuomo 2010
• 06/14/05	\$1,000	Quinn for Council 2005
• 04/05/05	\$3,000	Menendez for Congress
• 03/28/05	\$1,000	Lautenberg NJ Victory Committee

15. List all scholarships, fellowships, honorary degrees, honorary society memberships, military medals, and any other special recognition for outstanding service or achievements.

- January 2015 - NJBiz "Power 100" List - #28
- November 2014 - NJBiz "Power 50: Real Estate" List - #18
- January 2014 - NJBiz "Power 100: The 100 most powerful people in New Jersey Business" - #28
- November 2013 - NJBiz "Real Estate and Construction Power 50" List- #40
- December 2012 - NJBiz named Mr. Coscia in its "25 Legends" article, which was part of a 25th anniversary special edition magazine that included New Jersey's legendary leaders through the years.
- 2014 Felician College President's Scholarship Gala Honoree
- 2012 Montclair State University Foundation Annual Dinner Honoree
- November 2011 - NJ Biz "Power 50 Real Estate" List- #38

- 2010 Georgetown University Wall Street Alliance Gala Honoree
- 2009 Diocese of Metuchen, Catholic Charities Flame of Charity Awards – Community Servant Award
- 2008 Jewish National Fund's Tree of Life Award
- 2008 Rutgers University School of Law - Distinguished Alumnus Award
- 2008 March of Dimes 32nd Annual Transportation & Construction Awards - Service to Humanity Award
- 2007 Honorary Doctorate of Humane Letters from the New Jersey Institute of Technology
- 2007 Newark Regional Business Partnership Transportation Leader of the Year Award
- 2007 Institute for Social Justice Corporate Leadership Award
- 2006 Building Trades Employers Association Annual Leadership Award
- 2004 New Jersey Alliance for Action Eagle Award

16. Please list each book, article, column, or publication you have authored, individually or with others. Also list any speeches that you have given on topics relevant to the position for which you have been nominated. Do not attach copies of these publications unless otherwise instructed.

Speeches:

- May 7, 2015 – Port Authority/Regional Plan Association Trans-Hudson Conference, Speaker
- April 24, 2015 – Regional Plan Association, The RPA Assembly, Plenary Debate
- October 23, 2014 – Urban Land Institute, Fall Meeting, "Transformative Projects: New York Style," Panelist
- September 30, 2014 – New Jersey Chamber of Commerce, Roundtable on Transportation, Speaker
- May 12, 2014 – Newark Regional Business Partnership, Transportation Leadership Awards, Keynote Speaker
- November 18, 2013 – Governing/United Water Inc., Roundtable: Transformative Water Management, Speaker
- September 9, 2013 – New Jersey Alliance for Action, Annual Transportation Conference, Speaker
- June 4, 2013 – Governing/United Water Inc., Transformative Water Management Roundtable, Speaker

- July 11, 2012 – (Amtrak) Congress Opening & Political Speeches, UIC 8TH WORLD CONGRESS ON HIGH SPEED RAIL, Speaker
- June 13, 2012 – Regional Plan Association, Trans County Capacity Gateway Program, “Crossing the Hudson: What's Next for Enhancing Trans-Hudson Capacity?” Closing Remarks, Speaker
- May 23, 2012 – New Jersey Alliance for Action, Transportation Conference, Speaker
- May 8, 2012 – Amtrak, 5th Annual National Train Day Event at Moynihan Station, Speaker
- April 27, 2012 – Regional Plan Association, 2012 Assembly, Expert panelist on transportation. - Closing Remarks, comments reported in The Star-Ledger: "Hudson River rail tunnel project has new name, but same concerns over funding."
- November 1, 2011 – Regional Plan Association and the Carnegie Endowment for International Peace, "Road to Recovery: Transforming America's Transportation," Panel Discussion, Speaker
- July 19, 2011 – Crain's New York, 4th Annual "The Future of New York City 2011: Meeting the Growth Challenge", "Can the City Afford World Class Infrastructure?" Panel, Moderator
- June 2, 2011 – ULI Infrastructure Conference, Regional Infrastructure 2011: A Strategic Priority Panel, Panelist
- May 10, 2011 – NJ Biz, Gateway to International Trade event, Welcoming Remarks
- May 4, 2011 – Catholic Finance Association, Implications and Solutions for a Growing Public Debt, Panelist
- April 15, 2011 Regional Plan Association, 21st Annual Regional Assembly Luncheon – Finance Innovation Workshop, Panelist
- Spring 2011 – The Institute for Real Estate Studies (IRES), Spring 2011 Board Meeting, Keynote Speaker, <http://www.smeal.psu.edu/ires/realestate/news/spring-2011/institute-for-real-estate-studies-spring-board-meeting>
- January 20, 2011 – CG-LA Infrastructure, Annual Global Strategic Infrastructure Leadership Forum, Speaker
- September 15, 2010 – Partnership for New York City, Next Gen Briefing, Speaker
- April 13, 2009 – New Jersey Alliance for Action, Annual Governor's Transportation Conference, Speaker
- March 6, 2009 – Princeton University Woodrow Wilson School of Government, "Transportation & Infrastructure Issues for the Next Decade," Speaker

- November 7, 2008 – Saint Peter's College, Board of Regents 37th Annual Business Symposium, "Leadership and Accountability in Challenging Times," Speaker
- April 15, 2008 – Crain's New York, Business Breakfast Forum, Speaker
- April 2, 2008 – National Association of Industrial Office Parks, Industrial Conference, Speaker
- May 17, 2007 – New Jersey Institute of Technology, Commencement, Speaker
- June 13, 2006 – Crain's New York, Business Breakfast, Speaker
- May 10, 2006 – New Jersey Alliance for Action, Speaker
- September 15, 2005 – Urban Land Institute, Speaker

Columns:

- November 10, 2008 – Infrastructure unworthy of a superpower, The Star Ledger, (Newark, New Jersey), Editorial
- June 19, 2007 – It will take teamwork to ease flight-delay epidemic, The Star-Ledger (Newark, New Jersey), Editorial
- September 10, 2006 – Lower Manhattan on the rebound, The Record (Bergen County, NJ), Opinion
- July 16, 2006 – We won't be able to get there from here, The Star-Ledger (Newark, New Jersey), Perspective
- June 4, 2006 – Concrete Partners, The New York Times, Section 14; Column 4; The City Weekly Desk
- December 22, 2004 – Be sure of what comes to our shores, The Star-Ledger (Newark, New Jersey), Editorial

17. Please identify each instance in which you have testified orally or in writing before Congress in a governmental or non-governmental capacity and specify the date and subject matter of each testimony.

- May 4, 2015 – Provided oral testimony and written statement before The United States Senate Committee on Commerce, Science and Transportation, Field Hearing, Newark, NJ, regarding the Gateway Project and the necessity for increased Federal capital support. Hearing entitled, "Passenger Rail Reauthorization: The Future of the Northeast Corridor."
- December 10, 2014 – Provided oral testimony and written statement before The United States Senate Committee on Commerce, Science

and Transportation, Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security, Washington, DC, regarding future of passenger rail and necessity for increased Federal capital support. Hearing entitled, "Passenger Rail: Investing in our Nation's Future."

- November 18, 2009 – Provided oral testimony and written statement before The United States Senate Committee on Commerce, Science and Transportation, Washington, DC, regarding to my nomination to be a Director of the Amtrak Board of Directors.
- October 4, 2007 – Provided oral testimony and submitted written statement for hearing on "The SAFE Port Act: One Year Later," The United States Senate Committee on Commerce, Science and Transportation, Washington, DC.

18. Given the current mission, major programs, and major operational objectives of the department/agency to which you have been nominated, what in your background or employment experience do you believe affirmatively qualifies you for appointment to the position for which you have been nominated, and why do you wish to serve in that position?

I have considerable public sector experience relating to the infrastructure and transportation industries generally and the rail business in particular. In addition, I have over 30 years of private sector experience in related areas. I believe this will also be helpful as the intersection of the public and private sectors present opportunities to promote efficiency and raise capital.

Amtrak

Since joining the Amtrak Board of Directors in 2010 and serving as the Chairman of the Board since 2013, the company has made significant strides as a result of continual focus on safety, financial performance, growth and transparency from the Board and the Amtrak management team. Through my Board role, I have helped direct and support these improvements and many of the major initiatives that underlie them. Along the way, I've come to understand both the complex challenges facing Amtrak as well as the huge opportunities that await our company amidst growing demand, increasing importance to the nation's transportation system and a continually improving product. As such, I

believe I am uniquely prepared and qualified to continue to advance Amtrak's mission and goals through reappointment to the Amtrak Board. The following is a list of some of the major elements of the company's performance that have improved during my tenure together with the major initiatives undertaken during this period:

- Financial Performance
 - Revenue – Ticket revenues have grown 25% between FY 2010 and 2014.
 - Subsidy – Revenue growth and cost controls have permitted a corresponding reduction in operating subsidy, so that, on an inflation-adjusted basis, the FY 2014 operating subsidy is approximately 33% of its 2010 level.
 - Costs – On an inflation-adjusted basis, total expenditures, including money spent on capital projects, grew by only 4% between FY 2010 and 2014.
 - Debt – Debt has been reduced by more than 33% since 2010.
 - Capital investment – On an inflation-adjusted basis capital investment in Amtrak's infrastructure, equipment and other assets has increased since 2010 as a result of targeted spending on priority and high-return projects.
- Ridership and Service Expansions
 - Ridership levels – Since 2010, total ridership has grown by 7.6%, but sound revenue management practices have translated that increase into a ticket revenue growth rate more than three times as high.
 - NEC air/rail share – Since 2010, air-rail share has grown 11.6% on the South End, and 7.5% on the North End.
 - New services – During my tenure, Amtrak has partnered with States and public authorities to extend train service to Brunswick, Maine and Norfolk, Virginia, while also expanding connecting bus services as a means of extending the reach of our network.
- Governance and Transparency
 - Adopted a new Board Committee structure to expand Board governance roles and increase Board engagement with Amtrak management and operations.
 - Ensure the development of strategic plans to guide the company's actions. The company's first strategic plan was issued in 2011 and updated in 2014.

- Presided over the reorganization of the company into business lines in order to improve transparency, accountability, operating efficiency and customer service.
- Major Initiatives – The following major initiatives or projects have been undertaken or initiated during my tenure on the Board:
 - PTC Implementation – Amtrak has aggressively progressed PTC implementation, prioritizing limited funding and resources in order to ensure Amtrak’s existing PTC installations are expanded to cover most of Amtrak’s system as required by law by the end of 2015. Amtrak’s aggressive schedule to implement the ACSES system on the Northeast Corridor was slowed by significant delays associated with gaining use of the necessary radio spectrum. Nevertheless, Amtrak is on schedule to have fully operational PTC on those portions of the NEC for which it is responsible by Dec 31, 2015.
 - Gateway Program – Amtrak has developed and advanced the Gateway Program to preserve and expand trans- Hudson River and New York Penn Station capacity as one of our most important priorities. The following elements of the Gateway Program have been completed or are underway:
 - Completion of the first 800 feet of concrete casing as part of the Hudson Yards Right of Way Preservation project between 10th and 11th Avenues in Manhattan and start of construction of second portion at 11th Avenue in December 2014. This project was essential to preserving the last remaining pathway to connect a future Hudson River rail tunnel directly to Penn Station New York.
 - Delivery of New Electric Locomotives – Amtrak developed specifications for and obtained financing through the FRA’s Railroad Rehabilitation and Improvement Financing Program (RRIF), for the successful acquisition of 70 Siemens ACS-64 electric locomotives for Northeast Corridor service, replacing aged and failure-prone equipment in order to increase reliability, capacity and improve performance.
 - Next-Generation High Speed Trainset Acquisition – Amtrak developed specifications, and a procurement process for acquiring new high speed trainsets to augment and eventually replace today’s original Acela Express trainsets in order to expand needed capacity and improve performance.

- NEC Next-Gen High Speed Rail Planning – Amtrak developed its first comprehensive proposal for developing a new high speed system on the Northeast Corridor to meet travel demand and increase performance.
- PRIIA Implementation – The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) contained numerous Amtrak requirements and initiatives, which Amtrak has largely successfully fulfilled or participated in. The most significant of these include Section 209, Section 212 and Section 305.
- Major State Partnerships - Amtrak has partnered with states such as Michigan, New York and Illinois on major infrastructure upgrades as well as with commuter authorities on critical Federally-funded improvement projects.
 - In partnership with the FRA and two freight carriers, Amtrak joined the effort to construct a series of improvements on the heavily trafficked freight network between Chicago and Porter, Indiana. These improvements will contribute significantly to both freight network reliability and to improvements in Amtrak state-supported and long-distance services.
- Long Distance Network – Amtrak has taken key steps to sustain long distance services vital to the communities they serve, including;
 - Partnering with BNSF to build Devil’s Lake improvements to ensure long-term viability of the Empire Builder;
 - Partnering with the states of Kansas and Colorado to sustain the Southwest Chief service;
 - Rerouting the Texas Eagle through Dallas and Ft Worth; and
 - Procuring additional long-distance equipment to replace aged and obsolete fleet.

Port Authority of New York & New Jersey

Prior to my role as Amtrak Chairman, from 2003 until 2011, I was the longest-serving Chairman of the Port Authority of New York & New Jersey (“Port Authority”), the nation’s oldest and largest bi-state authority. As Chairman, I had broad policy oversight responsibility in connection with the agency's varied transportation businesses and multi-billion dollar annual capital and operating budget. The Port Authority's transportation businesses include the busiest airport system in the world (including John F. Kennedy, Newark Liberty International, and

LaGuardia Airports), four port facilities, six interstate bridges and tunnels and the Port Authority Trans-Hudson ("PATH") commuter rail system.

Other Relevant Experience

I am a Partner and Executive Committee member of Windels Marx Lane & Mittendorf, LLP, one of the New York region's oldest law firms. I serve as a member of the Firm's Corporate & Securities, Financial Transactions and Real Estate Practice Groups. My practice focuses primarily on corporate, commercial and real estate matters, with a concentration on the financial elements of these transactions. I represent financial institutions, investors and major corporations on a broad variety of matters, including corporate and real estate finance transactions, asset restructure and recovery, regulatory compliance, mergers and acquisitions and general litigation. In addition, I regularly advise real estate developers, private equity firms, technology companies, not-for-profit organizations and utilities. I also have specific experience in the area of redevelopment finance and have worked extensively on corporate governance issues.

I also have served as a director and audit committee member of public agencies other than the Port Authority, as well as closely-held corporations in the financial services, investment banking, real estate and manufacturing sectors. See answer to #19 below.

* * * * *

The principal reason I wish to continue serving as an Amtrak director is that I believe America's global competitiveness in the years ahead requires the financing and development of a modern intercity passenger rail system. A national transportation plan for the twenty-first century requires making investments in new capital assets that expand overall transportation capacity and provide meaningful transportation alternatives to road and air travel. The benefits of a robust intercity rail system serving key markets are numerous, as we can see from rail systems around the world and in areas of the United States where investments have been made to support such a system. High-quality, high-frequency intercity rail service grows our economy by efficiently and reliably connecting major metropolitan areas with each other and smaller communities, expanding labor markets, enabling development and enhancing productivity. It can help to relieve congestion and

improve mobility on America's highways and airways, all while reducing energy consumption, improving air quality and lowering greenhouse gas emissions compared to other modes. Rail stations in city centers also serve as magnets for higher-density and compact transit-oriented development, resulting in further environmental benefits.

While the benefits of a well-functioning intercity rail system are clear, developing a plan of finance for such a system in the United States will require expertise in law and finance and an understanding of government programs – together with considerable effort and ingenuity. It will also draw on funds from a variety of sources, including public (federal, state and local) and private sources of capital. I believe my professional experiences over more than three decades have equipped me with the skills to play a meaningful role in this significant initiative. In short, I wish to serve on Amtrak's board of directors because a vibrant intercity rail system is critical to America's economic future, and I believe I have the requisite qualifications to help Amtrak achieve that goal.

19. What do you believe are your responsibilities, if confirmed, to ensure that the department/agency has proper management and accounting controls, and what experience do you have in managing a large organization?

If re-confirmed as an Amtrak board member, my responsibilities would include helping to establish Amtrak's management and accounting controls and monitoring whether Amtrak's procedures and regulations and executive staff's financial, management and operational decisions are in compliance with such controls. I would keep apprised of best practices relating to management and accounting controls in the rail industry and advance incorporation of such controls by Amtrak. I would discharge these responsibilities through attendance at meetings of the Amtrak board of directors and regular interaction, consultation and dialogue with Amtrak executive staff.

As Chairman of the Port Authority, I had broad policy oversight responsibility in connection with the agency's varied businesses and multi-billion dollar annual capital and operating budget. My role also included advancing the mission and promoting the objectives of the Port Authority to the general public. During my tenure, I spearheaded the adoption of the agency's 10-year capital plan. I also led the first major effort at the Port Authority in 26 years to amend the agency's by-laws. The amended by-laws included a variety of measures intended to enhance

the Port Authority's transparency and strengthen its management and accounting controls.

I am also a Partner and Executive Committee member of Windels Marx Lane & Mittendorf, LLP, one of the New York region's oldest law firms. I am a member of the Firm's Corporate & Securities, Financial Transactions and Real Estate Practice Groups. My practice focuses primarily on corporate, commercial and real estate matters, with a concentration on the financial elements of these transactions. I represent financial institutions, investors and major corporations on a broad variety of matters, including corporate and real estate finance transactions, asset restructure and recovery, regulatory compliance, mergers and acquisitions and general litigation. In addition, I regularly advise real estate developers, private equity firms, technology companies, not-for-profit organizations and utilities. I also have specific experience in the area of redevelopment finance and have worked extensively on corporate governance issues.

From February 1992 to March 2003, I served as Chairman of the New Jersey Economic Development Authority ("NJEDA"), one of the largest state-sponsored development banks in the United States. The NJEDA, with more than \$2 billion in assets and \$14 billion in financing, is charged with strengthening the state's economic base and renewing communities through business expansion and attraction, job creation and retention and revitalization of underutilized properties. I have also served as a director and audit committee member of several public and closely held corporations in the financial services, investment banking, real estate and manufacturing sectors.

20. What do you believe to be the top three challenges facing the department/agency, and why?

The top three challenges are:

1. Securing sufficient and reliable capital funding for a safe and efficient Amtrak – With many bridges and tunnels now more than 100 years old, many of Amtrak's major capital assets are nearing the end of their useful lives and will require replacement and expansion to support the growing demand for passenger rail service. Likewise, much of Amtrak's equipment – from our fleet of Northeast Corridor coaches to our diesel locomotives – is in need of replacement or significant overhauls.

Compared with other modes of travel like highways and aviation, intercity passenger rail and Amtrak have suffered from both underfunding and a lack of funding reliability in the federal budget process. As a result, Amtrak has not been able to make or plan for the necessary capital improvements that would result in more effective, reliable and efficient service. Providing sufficient levels of funding for Amtrak over the long term would enable it to develop a long-term capital investment plan that would ultimately result in better, more comprehensive passenger rail service throughout the country. The failure to both increase capital investment in the system and to do so in a way that creates more predictability poses a significant threat to the long-term sustainability of Amtrak specifically, and intercity rail more generally.

2. Persuading the public-at-large that travel by rail is a meaningful alternative to driving or flying for short- or middle- distance travel. With the exception of the Northeast Corridor and limited areas in the South, Midwest and West Coast where significant investments have been made to develop a modern system, intercity passenger rail in the United States currently provides important but admittedly limited options to travelers because of sparse frequencies, reliability challenges and lengthy travel times. As a result, demand in such markets suffers as travelers choose road or air, leading to increasing congestion on those existing intercity corridors. I believe that a vibrant intercity rail system that can offer trip-time competitive, multi-frequency travel options would create viable new options for mobility in intercity corridors and help relieve congestion on the roads and in the air, resulting in higher economic productivity, fewer greenhouse gases, and less reliance on foreign sources of oil. The strongest evidence for this potential success is that on the few intercity routes where air travel is available and Amtrak provides trip-time competitive and reliable service – e.g., between New York and Washington, D.C. and between Los Angeles and San Diego – rail has captured the majority of air-rail market.

3. Improving transparency and accountability of Amtrak's board and management staff and improving the execution of the agency's major projects - In order to gain the trust of the general public and Congress, Amtrak's leadership must make every effort to conduct itself and the business of the company as transparently as possible. Amtrak has already taken significant steps in this area and, if re-confirmed, I will continue to push Amtrak to clearly state the results of our business,

identify our challenges, propose responsible solutions and communicate with our partners and stakeholders, including the States and commuter authorities that are essential to the Amtrak system.

Equally, the company must demonstrate an ability to use taxpayer funds wisely and efficiently. As Amtrak enters an era of capital renewals and expansion, Amtrak must shift from an organization preliminary focused on preservation and maintenance of existing assets to one focused on delivering major projects and expanding assets to accommodate growth. This will require a renewed focus on project execution and procurement processes and greater sophistication in Amtrak's planning and project management capacity. If re-confirmed, I will work with my fellow Board members to drive improvements in all of these areas.

B. POTENTIAL CONFLICTS OF INTEREST

1. Describe all financial arrangements, deferred compensation agreements, and other continuing dealings with business associates, clients, or customers. Please include information related to retirement accounts.

I am currently a partner in the law firm of Windels Marx Lane & Mittendorf, LLP and a signatory to its Partnership Agreement. Pursuant to that agreement I am compensated based upon the Firm's legal practice and my contributions to it.

I am currently the beneficiary of retirement plans through the Windels Marx Lane & Mittendorf, LLP 401K Profit Sharing Plan and the Windels Marx Lane & Mittendorf, LLP Money Purchase Retirement Plan and Trust.

2. Do you have any commitments or agreements, formal or informal, to maintain employment, affiliation, or practice with any business, association or other organization during your appointment? If so, please explain.

Yes. I am currently a Partner and Executive Committee member of the law firm of Windels Marx Lane & Mittendorf, LLP. I also serve on the Board of Directors of Sun Bancorp Inc. and Sun National Bank, United Water Inc., and Advance Realty Advisory Board.

3. Indicate any investments, obligations, liabilities, or other relationships which could involve potential conflicts of interest in the position to which you have been nominated.

In connection with the nomination process, I have consulted with the Office of Government Ethics and the AMTRAK Board of Directors' designated agency ethics official to identify any potential conflicts of interest. Any potential conflicts of interest will be resolved in accordance with the terms of an ethics agreement that I have entered into with the Board's designated agency ethics official and that has been provided to this Committee. I am not aware of any other potential conflicts of interest.

4. Describe any business relationship, dealing, or financial transaction which you have had during the last ten years, whether for yourself, on behalf of a client, or acting as an agent, that could in any way constitute or result in a possible conflict of interest in the position to which you have been nominated.

In connection with the nomination process, I have consulted with the Office of Government Ethics and the AMTRAK Board of Directors' designated agency ethics official to identify any potential conflicts of interest. Any potential conflicts of interest will be resolved in accordance with the terms of an ethics agreement that I have entered into with the Board's designated agency ethics official and that has been provided to this Committee. I am not aware of any other potential conflicts of interest.

5. Describe any activity during the past ten years in which you have been engaged for the purpose of directly or indirectly influencing the passage, defeat, or modification of any legislation or affecting the administration and execution of law or public policy.
 - Support appropriations and Amtrak Legislative and Grants requests;
 - Support for modifications to the RRIF program for major infrastructure projects;
 - Support for developing a dedicated, multi-year source of funding for intercity passenger rail;
 - Coordination with the DOT on issues pertaining to various DOT-administered programs, grants and other funding applicable to Amtrak;
 - Coordination with DOT on major Amtrak procurements;
 - Support for various measures impacting intercity passenger rail including reauthorization of PRIIA; Surface Transportation bill; Grow America;
 - Support adoption of comprehensive port security legislation (pending);
 - Support increased federal funding of harbor deepening program;
 - Argue in opposition to airport slot auctions;
 - Support increased federal funding of a Next Generation air traffic control system;
 - Support increased federal funding for rail security; and
 - Support a national infrastructure bank.

6. Explain how you will resolve any potential conflict of interest, including any that may be disclosed by your responses to the above items.

In connection with the nomination process, I have consulted with the Office of Government Ethics and the AMTRAK Board of Directors' designated agency ethics official to identify any potential conflicts of interest. Any potential conflicts of interest will be resolved in accordance with the terms of an ethics agreement that I have entered into with the Board's designated agency ethics official and that has been provided to this Committee. I am not aware of any other potential conflicts of interest.

C. LEGAL MATTERS

1. Have you ever been disciplined or cited for a breach of ethics, professional misconduct, or retaliation by, or been the subject of a complaint to, any court, administrative agency, the Office of Special Counsel, professional association, disciplinary committee, or other professional group? If yes:
 - a. Provide the name of agency, association, committee, or group;
 - b. Provide the date the citation, disciplinary action, complaint, or personnel action was issued or initiated;
 - c. Describe the citation, disciplinary action, complaint, or personnel action;
 - d. Provide the results of the citation, disciplinary action, complaint, or personnel action.

No.

2. Have you ever been investigated, arrested, charged, or held by any Federal, State, or other law enforcement authority of any Federal, State, county, or municipal entity, other than for a minor traffic offense? If so, please explain.

No.

3. Have you or any business or nonprofit of which you are or were an officer ever been involved as a party in an administrative agency proceeding, criminal proceeding, or civil litigation? If so, please explain.

Since 1990, I have been a partner of Windels Marx Lane & Mittendorf, LLP a law firm of approximately 140 attorneys. While not an officer of the Firm, I am a member of its Executive Committee. WMLM is periodically a party to civil litigation in the ordinary course of its business.

Defendant in a civil lawsuit filed against the Port Authority of New York and New Jersey on November 12, 2010. The lawsuit was a 442 employment suit heard by the US District Court Southern District of New York and the cause is listed as the Civil Rights Act 42USC 1983. The case is closed. [Case No: 1: 10cv8580]

Defendant in a civil lawsuit filed against the Port Authority of New York and New Jersey on March 2, 2010. The lawsuit was a 442 employment suit heard by the US District Court District of New Jersey and the cause is listed as job discrimination 42 USC 2000e. The disposition of the case is not listed. [Case No: 2:10cv1055]

Defendant in official capacity as Chairman of the Board of Directors at the Port Authority of New York and New Jersey in a civil lawsuit filed against the state of New York on July 6, 2006. The lawsuit was a 440 civil rights suit heard by the Eastern District Court of New York and the cause is listed as the Civil Rights Act 42USC 1983. The case is closed. [Case No: 1:06cv3392]

Defendant in New York County in a professional malpractice lawsuit brought by Consulting For Architects Inc, filed on March 2, 1995. Defendants in the lawsuit include Coscia, Stephen C Green, and law firm Windels Marx Davies & Ives. [Index No: 10517895]

4. Have you ever been convicted (including pleas of guilty or *nolo contendere*) of any criminal violation other than a minor traffic offense? If so, please explain.

No.

5. Have you ever been accused, formally or informally, of sexual harassment or discrimination on the basis of sex, race, religion, or any other basis? If so, please explain.

No.

6. Please advise the Committee of any additional information, favorable or unfavorable, which you feel should be disclosed in connection with your nomination.

None.

D. RELATIONSHIP WITH COMMITTEE

1. Will you ensure that your department/agency complies with deadlines for information set by congressional committees?

Yes.

2. Will you ensure that your department/agency does whatever it can to protect congressional witnesses and whistle blowers from reprisal for their testimony and disclosures?

Yes.

3. Will you cooperate in providing the Committee with requested witnesses, including technical experts and career employees, with firsthand knowledge of matters of interest to the Committee?

Yes.

4. Are you willing to appear and testify before any duly constituted committee of the Congress on such occasions as you may be reasonably requested to do so?

Yes.

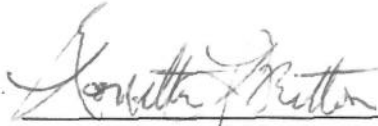
(Nominee is to include this signed affidavit along with answers to the above questions.)

F. Affidavit

Anthony R. Coscia being duly sworn, hereby states that he/she has read and signed the foregoing Statement on Biographical and Financial Information and that the information provided therein is, to the best of his/her knowledge, current, accurate, and complete.


Signature of Nominee

Subscribed and sworn before me this 31st day of August, 2015


Notary Public

Ronetta L. Britton
A Notary Public of New Jersey
My Commission Expires
9/18/17