### Joe Biden
- Supports our apprenticeship programs and will fight to protect them
- Supports two-person crews
- Will fight for transit operator safety
- Will fight to protect pensions and retirement security
- Will strengthen OSHA, FRA and FTA with a priority in workplace safety
- Believes that Union workers should build American infrastructure, as well as manufacture the products that go into it
- Will fight to end “right to work” laws
- Opposes cross-border operations, agreeing that they are unsafe and unfair
- Will appoint labor friendly judges to protect those who need it most
- Has a solid, labor-friendly voting record on Amtrak, including funding (he is literally known as “Amtrak Joe”)
- Understands the value of collective bargaining and supports organizing
- Stands behind project labor agreements and prevailing wage
- Wants to rebuild the middle class the same way that it was built, through the creation of good paying Union jobs
- Desires to “spark the second great railroad revolution” (his words)

### Donald Trump
- His appointed DOL created the Industry Related Apprenticeship Programs to undermine our traditional apprentice programs
- His FRA Administrator, Ron Batory, killed the pending two-person crew rule
- Proposed a budget that would cut federal pensions
- His OSHA has been non-existent, especially during the COVID-19 pandemic
- Rolled back overtime protections
- Made it easier for Wall Street firms to rip off workers’ 401(k)s
- Would sign national “right to work” laws
- Appointed Northern Texas District judge, Mark Pitman, who ruled in favor of the railroads to break the moratoriums on our crew consist agreements
- Limited federal workers’ time and ability to conduct official union business
- Appointed anti-labor board members to the National Labor Relations Board
- Gave employers the ability to self-investigate their own employees’ alleged wage and hour violations
- The Trump tax cuts eliminated a vast number of deductions for work related expenses
- Proposed budgets that would slash funding for Amtrak and the Railroad Retirement Board