

LFC Requester:	Carlie Malone
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AGENCY BILL ANALYSIS - 2026 REGULAR SESSION

WITHIN 24 HOURS OF BILL POSTING, UPLOAD ANALYSIS TO
AgencyAnalysis.nmlegis.gov and email to billanalysis@dfa.nm.gov
(Analysis must be uploaded as a PDF)

SECTION I: GENERAL INFORMATION

{Indicate if analysis is on an original bill, amendment, substitute or a correction of a previous bill}

Date Prepared: 2/3/26 *Check all that apply:*
Bill Number: HB270 Original Correction
 Amendment Substitute

Sponsor: Cynthia Borrego **Agency Name and Code** Dept. of Workforce Solutions-631
Short Contributions to Apprentice and Training Pgms **Number:** _____
Person Writing Sarita Nair
Phone: 505-263-3187 **Email** Evan.Sanchez@dws.nm.gov

SECTION II: FISCAL IMPACT

APPROPRIATION (dollars in thousands)

Appropriation		Recurring or Nonrecurring	Fund Affected
FY27	FY28		
0	0		

REVENUE (dollars in thousands)

Estimated Revenue			Recurring or Nonrecurring	Fund Affected
FY27	FY28	FY29		
Unknown	Unknown	Unknown		Public Works Apprenticeship and Training Fund

(Parenthesis () indicate revenue decreases)

ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT (dollars in thousands)

	FY27	FY28	FY29	3 Year Total Cost	Recurring or Nonrecurring	Fund Affected
Total	25-250	0	0	0	NR	PWAT

(Parenthesis () Indicate Expenditure Decreases)

Duplicates/Conflicts with/Companion to/Relates to:
Duplicates/Relates to Appropriation in the General Appropriation Act

SECTION III: NARRATIVE

BILL SUMMARY

Synopsis: HB270 would add Class A projects (roads and utilities) to the list of public works construction projects that are required to contribute to the Public Works Apprenticeship and Training Act. The bill creates an exception that would result in no contribution being assessed if certain trade classifications have no approved apprentice and training program.

FISCAL IMPLICATIONS

HB270 may have a de minimis impact on the administration of the Public Works Apprenticeship and Training Act. It would also generate an unknown amount of revenue, which the DOT may be in a better position to estimate. In the 2023 analysis for a similar bill, DOT reported 1.8 million labor hours in FY21 and 1.6 million labor hours in FY22, resulting in approximately \$983,000-\$1.1 million in revenue to PWAT from federal projects. Those estimates predated the significant investments the State and federal government have made in roads, so these estimates likely need to be revised.

DWS would need to add functionality to its electronic PWAT management system, to enable “Type A projects” to make payments into the online system for public works projects. DWS can use its administrative share of additional funds for this purpose, estimated as a one-time cost of \$25 thousand.

SIGNIFICANT ISSUES

Under the Public Works Apprenticeship and Training Act (PWAA), employers who are engaged in public works construction projects are required to either sponsor apprenticeships or make a contribution based on the wages of employees to the Public Works Apprenticeship and Training (PWAT) Fund, which DWS administers. This proposed legislation would remove the current exemption for employers who are working on projects that solely fall under “Type A: Street Highway, Utility, and Light Engineering,” thereby expanding the number of employees and construction projects that would be required to contribute to PWAT. In turn, this would result in some combination of additional apprenticeships and additional funding for PWAT, which would then be distributed to eligible apprenticeship program sponsors.

In addition, it is unknown whether the carve-out in Section C would have any effect. Examining the existing [wage rates for Type A projects](#), most if not all of those trade classifications are associated with apprenticeships, because of the way they are framed in the wage rates. For example, the [construction craft laborer](#) apprenticeship would apply to the laborer categories, which likely include the strippers and flaggers often mentioned in debates of previous iterations of the bill.

PERFORMANCE IMPLICATIONS

There would be some additional administration required and DWS would need a system update to accommodate type A projects. In addition, DWS would likely need to engage in substantial

education efforts to make local governments and the affected industries aware of these changes.

ADMINISTRATIVE IMPLICATIONS

None.

CONFLICT, DUPLICATION, COMPANIONSHIP, RELATIONSHIP

None.

TECHNICAL ISSUES

None.

OTHER SUBSTANTIVE ISSUES

None.

ALTERNATIVES

None.

WHAT WILL BE THE CONSEQUENCES OF NOT ENACTING THIS BILL

Type A projects will continue to be exempted from the requirement to pay into the PWAT.

AMENDMENTS

None.