
A number of significant bills promoting physical activity passed during the 2015/2016 state legislative sessions. The following are highlights as reported by National Physical Activity Plan State Liaisons:

**Iowa**
In 2015, Iowa passed HF 570 (Shared Use liability protection), which introduced liability protection for public schools related to injuries or harm that occurs on school grounds when the grounds are open to the public. This bill should encourage schools to allow for community use of school recreation facilities outside of school hours. If open use policies are adopted, many people who otherwise don't currently live near a park will now have access to a park like environment for recreation. (signed April 1, 2015)

**Massachusetts**
In August, a bill passed in Massachusetts which streamlined the process for municipalities to reduce speed limits in heavily traveled areas. Boston is now lowering their default speed limit to 25 mph (from 30 mph) in January, making the city more cyclist and pedestrian friendly. Other municipalities in MA are taking action to lower their speed limits as well.

**Minnesota**
In Minnesota, HF 2749 (an education omnibus bill) mandated implementation of SHAPE America PE standards by the 2018-2019 school year. A statewide assessment of implementation of the standards and meeting of benchmarks is to occur by the 2024-2025 school year. The bill also strongly discourages exclusion from recess as a form of punishment or discipline for grades K-5 and sets standards for PE teacher credentials and professional development.

**Nevada**
Nevada AB 152 requires child care facilities to adopt PA policies, which are at least as strict as the policies of the State Board of Health. These policies must: (1) ensure that children receive age-appropriate amounts of PA, (2) limit sedentary activity time, (3) allow specialized plans for children with special needs or disabilities, and (4) prohibit using or withholding PA as punishment. (went in to effect on Jan. 1, 2016)

**North Carolina**
North Carolina House Bill 609, passed in April 2015, set physical activity and physical education standards and guidelines for the coming school years, including at least 150 minutes per week of PE for grades K-8 by 2019 with at least 50% of this time be spent in moderate to vigorous physical activity, includes language for adapted PE for students with disabilities, and restricts physical activity from being used or withheld as a form of discipline.

The bill also calls for the establishment of a Healthy Youth and School Commission to inform state education policies, requires schools to keep wellness policies which include physical activity as a goal, and necessitates schools to keep a school health profile.

House Bill 1030, which passed in North Carolina in 2016, includes provisions for a “Healthy Out-of-School Time (HOST) Recognition Program”. The division of public health (DPH) is to provide resources for out of school programs to implement Healthy Eating and Physical Activity (HEPA) standards and make documentation of certification for meeting the standards available both within the DPH and at the out of school program level.

**Oregon**

Oregon HB 5030 is an omnibus bill that authorizes state agencies to issue bonds that are backed by the proceeds of the state lottery. HB 5030 authorizes the issuing of lottery bonds on behalf of the Oregon Department of Transportation to yield $45 million for multimodal transportation in the state over two years, beginning in 2015. These funds will provide substantial support for public transportation and trail projects, among other initiatives. (bill passed in August 2015)

**Washington**

$1.3 billion of Washington’s $16 billion 2015 transportation package (SB 5988) is going towards transportation infrastructure other than roads, such as bike lanes or public transit. This is the largest bicycle/pedestrian funding package ever passed in the state. It includes funding for the next 16 years.

Another bill was passed in Washington in 2015 which funded a 2012 complete streets-related law. Now, in order to receive funding for complete streets projects, a complete streets policy must be passed in that city or county. Complete streets policies ensure safe and convenient travel for all feasible modes of transportation along a route, including biking, walking, driving, and public transit.