

In accordance with the provisions of N.J.A.C. 1:30-4.2, the Board will subsequently mail to the petitioner, and file with the New Jersey Office of Administrative Law, a notice of action on the petition.

## (a)

**BOARD OF PUBLIC UTILITIES****Notice of Fund Availability  
Urban Heat Island (UHI) Mitigation Program**

**Take notice** that the New Jersey Board of Public Utilities (“BPU” or “Board”), located at 44 South Clinton Ave, Trenton, New Jersey 08625, hereby announces the availability of a grant using funds from the New Jersey Clean Energy General Fund.

New Jersey has \$5 million available for the program. The funding structure is as follows: (i) Comprehensive UHI Interventions (up to two \$1M grant awards; three-year grant term); (ii) Cooling the Built Environment (up to four \$500,000 grant awards; three-year grant term); and (iii) Urban Microclimate Interventions (up to 20 \$50,000 grant awards; two-year grant term). This notice of funding availability (NOFA) requests qualified entities to submit applications in response to the NOFA linked below.

**The full grant solicitation and additional information is available at:**

[http://nj.gov/bpu/pdf/publicnotice/UHI%20NOFA%20v3%20\(revisions%20and%20comments%20from%20RB%20%20MI\)%20\(MI5\).pdf](http://nj.gov/bpu/pdf/publicnotice/UHI%20NOFA%20v3%20(revisions%20and%20comments%20from%20RB%20%20MI)%20(MI5).pdf).

**Entities that may apply for funding:** Funding is available only for projects within designated overburdened municipalities (OBMs), provided the proposed interventions specifically benefit heat-vulnerable and overburdened communities. A list of OBMs can be found at [www.njcleanenergy.com/CEP](http://www.njcleanenergy.com/CEP). For (i) Comprehensive UHI Interventions; and (ii) Cooling the Built Environment, OBMs are eligible to apply. For (iii) Urban Microclimate Interventions, only community-based organizations (CBOs) are eligible to apply. CBOs may include local nonprofits, non-governmental organizations (NGOs), grassroots groups, and coalitions.

**Application instructions:** Please direct email inquiries regarding this notice to [community.energy@bpu.nj.gov](mailto:community.energy@bpu.nj.gov). OBMs and CBOs applying for this grant must submit an administratively complete application through System for Administering Grants Electronically (SAGE) in order to be considered for funding. The sections and subsections within SAGE that must be correctly filled out are as follows:

- A) Application
    - a. Applicant Information
    - b. Vendor Information
    - c. Officer and Directors List
    - d. Program Details
    - e. Objectives
    - f. Background History/Capacity/Financial Management
    - g. Agency Minority Profile
    - h. Personnel Expenses
    - i. Personnel Justification
    - j. Consultant Services Cost
    - k. Other Cost Categories
    - l. Cost Summary
    - m. Required Documents (to be attached in SAGE)
  - B) Contract
    - a. Application for Grant Funds Certification Regarding Debarment and Suspension
    - b. Application for Grant Funds Certification Regarding Lobbying
    - c. Certification Sheet
- A more comprehensive UHI Program guidance packet will be available to all interested applicants at <https://www.njcleanenergy.com/cep>.
- Application due date:** All applications are due on or around 5:00 P.M., Eastern time on Friday, December 15, 2025.

Applicants will receive notice of the award within 365 days of the close of the application window.

**TRANSPORTATION**

## (b)

**OFFICE OF THE COMMISSIONER****Notice of Receipt of Petition for Rulemaking  
N.J.A.C. 16:1A-3**

Petitioner: Caleb L. McGillvary.

**Take notice** that on September 5, 2025, the New Jersey Department of Transportation (Department) received a petition for rulemaking from Caleb L. McGillvary seeking the promulgation of rules pursuant to N.J.S.A. 52:14B-4(f) and implementing rules at N.J.A.C. 16:1A-3.

The petitioner demands that the Department adopt rules to establish a permanent advisory board composed of women from diverse demographics to conduct ongoing women’s audits of services and operations provided by the Department and New Jersey Transit.

The petitioner states that transportation systems in New Jersey and across the U.S. have historically been designed without full consideration of the unique needs, experiences, and safety concerns of women. The petitioner also states that Title VI and equity impact reviews are standard practice but often do not capture women-specific patterns and disparities in mobility, care-based trips, safety at night, sexual harassment, or affordability for low-wage earners.

The petitioner indicates that by establishing the proposed board, the Department will: (1) Promote safety, accessibility, and dignity for all users; (2) Demonstrate leadership in women’s rights in mobility policy; and (3) Proactively reduce disparities and ensure equal access for the millions of New Jersey women who rely on public infrastructure and services.

In accordance with the provisions at N.J.A.C. 1:30-4.2 and 16:1A-3.1, the Commissioner of the Department, on behalf of the Department, will mail to the petitioner, and file with the New Jersey Office of Administrative Law, a notice of action on the petition for publication in the New Jersey Register.

**TREASURY—GENERAL**

## (c)

**DIVISION OF ADMINISTRATION****Notice of Availability of Funds  
Economic Development Grant for Municipalities and  
Counties Impacted by Horse Racing Sports  
Wagering**

**Take notice** that, in compliance with N.J.S.A. 52:14-34.4, 34.5, and 34.6 (P.L. 1987, c. 7), the Department of the Treasury, Division of Administration (Division), hereby publishes a notice of availability of funds.

**Name of program:** Economic Development Grant for Municipalities and Counties Impacted by Horse Racing Sports Wagering.

**Purposes for which grant funds shall be used:** Pursuant to P.L. 2018, c. 130 (codified as N.J.S.A. 5:12A-16), 1.25 percent of the tax imposed on amounts received from horse racing sports wagering operations is to be distributed by the Department of the Treasury, upon application, to any municipality (0.75 percent) and county (0.50 percent), or an economic development authority of that municipality or county, in which the majority of a racetrack is located. The funds must be used to support economic development of that municipality or county, which shall include, but not be limited to, improvements to: transportation and