

GOVERNMENT OF INDIA
MINISTRY OF HOUSING AND URBAN AFFAIRS
RAJYA SABHA
UNSTARRED QUESTION NO. 699
ANSWERED ON 10/02/2025

CRITERIA AND GUIDELINES FOR METRO RAIL PROJECTS IN DEVELOPING CITIES

699. SHRI GOLLA BABURAO:

Will the Minister of HOUSING AND URBAN AFFAIRS be pleased to state:

- (a) the criteria for selecting Tier 2 and 3 cities for metro rail projects;
- (b) the number of such cities where metro rail feasibility studies are currently underway;
- (c) the steps taken to ensure financial viability of metro projects in smaller cities; and
- (d) whether Government has framed/ prepared/ recommended/ directed best practice recommendations on first and last mile connectivity of metro rail with other modes of public transport in developing cities?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS

(SHRI TOKHAN SAHU)

(a) & (b) 'Urban planning' is a State subject. Therefore, the respective State Governments are responsible for planning, initiating and developing urban transport infrastructure including integration amongst various modes of public transport. As per Metro Rail Policy, 2017, the Central Government considers financial assistance for Metro Rail proposals in cities or urban agglomerates based on the feasibility of the proposal and availability of resources, as and when posed by the concerned State Government. As per Metro Rail Policy, 2017 cities having a population of two million and more may start planning for mass transit systems including metro rail based on the Comprehensive Mobility Plan.

(c) The Metro Rail Policy 2017 also enables innovative financing through Transit Oriented Development (TOD), cultivation of different modes of Non Fare Box and Value Capture Finance (VCF) to ensure financial viability of metro projects.

(d) Central Government has formulated National Urban Transport Policy (NUTP), 2006, Metro Rail Policy, 2017 and Transit Oriented Development Policy, 2017, which act as a guide to State Governments for integrated planning and implementation of urban transport systems in most sustainable and viable manner. The policy also envisages necessarily inclusion of feeder systems, last mile connectivity through pedestrian pathways, Non-Motorized Transport (NMT) infrastructure, and induction of facilities for Para transit modes etc.
