Proposed Green Urban Mobility Scheme
Rationale

Need to

Address much required mobility needs of cities.

- infrastructure for Bus based transport – depots, maintenance facilities, ITS etc.
- bring in private entrepreneurial spirit in operations
- promote Non motorized Transport (NMT), Last mile connectivity
- promote alternate fuels, Electric Mobility for better environment
- focus on Urban Freight
- address high fatalities of pedestrians.

Therefore, need a separate sustainable urban mobility scheme having pan city coverage with emphasis on improving access of citizens.
Indicative Components of Green Urban Mobility Scheme

1. **Sustainable Urban Mobility**
   - Infrastructure enabling bus systems (excluding buses)
   - Safe Pedestrian pathways, cycling track, public bike sharing
   - Integrating modes with physical & soft infrastructure e.g. cashless payment systems & ITS
   - Strategies for Urban Freight management

2. **Sustainable Vehicles and Fuels**
   - Shift to electric/hybrid vehicles for public transport
   - Shift to Non-fossil fuel for public transport projects

3. **Any other project demonstrating reduction in GHG emissions**

Projects will be identified by cities depending upon their size, sprawl, demand and other techno-economic criteria.
Coverage & Funding Requirement

Coverage: Cities with Population > 500,000 (2011) + State Capitals = 103

Estimated Project Costs Rs Cr

Initial Projects Implementation duration - 7 years

Fund disbursement to be done based on drawdown schedule given in DPRs & subject to physical progress.
Proposed Scheme Structure

**Total Project Cost (Rs in Cr)**
- 70,000

**Indicative Contributions**
- **Cities**: 7,000 (10%)
- **Central Govt.**: 49,000 (70%)
- **States**: 14,000 (20%)

**Sources**
- Municipal budget, Land monetization, user charges, local cess
- 14,000 - Grant from GOI*
- 35,000 - Line of credit from multilateral agencies
- State grant, statutory levies, bonds

**Pooled Urban Mobility Fund**
- In proportion of 50:50 (# Cities & Urban Population)

**State Level Nodal Agency**
- Maharashtra
- Orissa
- Uttar Pradesh
- Gujarat
- Punjab

*will be in terms of annual commitment & not be housed with fund or States/cities and will be reimbursed to the cities on achieving the implementation milestones*
City Selection Process

- Cities to be selected through a “Green Mobility Challenge” (GMC)
- Cities to submit “Green Mobility Plan” (GMP) for evaluation
- Fund to prioritize the cities based on score obtained
- Cities in each group will compete only with cities within the groups
  - **Group-1**: Cities in Hilly/NE &UTs (excluding NCT Delhi, Chandigarh);
  - **Group-2**: Cities population less than 1 million; and
  - **Group-3**: Cities population more than 1 million including NCT Delhi, Chandigarh)

- Approved cities will prepare DPRs to be appraised and approved for investment at State level
- **Indicative Conditions precedents** for Green Mobility Challenge
  - Green Mobility Plan (GMP) to be approved by UMTA (for million plus cities);
  - State undertaking for financial assistance and guarantees
  - Elected city council’s resolution supporting the GMP; and
  - Report on outcome of the citizen’s consultation process
  - Commitment with timelines on reforms
Expected Outcomes

Pedestrian and Cycling facilities
- 8,000+ kms of footpath and cycle tracks across 103 cities
- 73,000+ public cycles across 58 cities

Public Transport Facilities
- Improved and cleaner PT across 106 cities
- 1,000+ kms of BRT Network across 28 cities
- Real time PIS, AVLS, cashless ticketing across 103 cities
- 550 Depots across 103 cities
- 20,000 para transit and 6000 buses on alternate fuel/electric across 103 cities

UT Financing and Institutional Strengthening
- Setting up of UMTA across 53 cities
- Permanent funding for UT financing and O&M

Sustainable transport accessibility to nearly 58% of urban population

Improved and cleaner PT across 106 cities
Proposed Reforms

- Setting up of and operationalizing UMTA
- Adoption and implementation of an Encroachment policy aimed at ensuring availability of full right of way
- Adoption of Travel Demand Management measures (Parking policy, congestion pricing etc.)
- Preparation of Comprehensive Mobility Plans and integration of the same with Master Plan of the city/town
- Adoption and implementation of policy for Urban Street Vendors
- Setting up of UT fund
- Adoption and implementation of Transit Oriented Development
Thank You