

**GOVERNMENT OF INDIA
MINISTRY OF RURAL DEVELOPMENT
DEPARTMENT OF RURAL DEVELOPMENT**

**LOK SABHA
UNSTARRED QUESTION NO. 1361
ANSWERED ON 03/12/2024**

SELECTION OF ROADS UNDER PMGSY

1361. SHRI DEVESH CHANDRA THAKUR:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

- (a) the details of criteria fixed for selection of roads under the Pradhan Mantri Gram Sadak Yojana (PMGSY);**
- (b) whether recommendation letter from public representative is also included in the criteria fixed for construction of roads under the said Yojana, if so, the details thereof; and**
- (c) the details of roads constructed and under-construction under the said Yojana in Sitamarhi district of Bihar during the last five years?**

ANSWER

**MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT
(SHRI KAMLESH PASWAN)**

(a) The criteria for selection of roads under various verticals of Pradhan Mantri Gram Sadak Yojana (PMGSY) is as under:

(i) PMGSY was launched as a one-time special intervention to provide rural connectivity, by way of a single all-weather road, to the eligible unconnected habitations of designated population size (500+ in plain areas and 250+ in North-Eastern States, Himalayan States and Himalayan Union Territories as per 2001 Census) in the core network for uplifting the socio- economic condition of the rural population. Relaxation has been provided to the Tribal (Schedule V) areas and selected Tribal and Backward Districts (as identified by the Ministry of Home Affairs (MHA) and the then Planning Commission) and unconnected habitations in these areas with a population of 250 persons and above in the Core Network as per 2001 Census are eligible for connectivity under the scheme. In the

critical Left-Wing Extremism affected Blocks (as identified by MHA), additional relaxation has been given to connect habitations with population 100 persons and above as per 2001 census. The scheme had also an element of upgradation (to prescribed standards) of existing rural roads in districts where all the eligible habitations of the designated population size have been connected with all-weather road connectivity.

(ii) PMGSY-II was launched in the year 2013, with a target to upgrade 50,000 Kms of the existing rural road network to improve its overall efficiency as a provider of transportation services for people, goods and services. The State/UT-wise allocation of targets is given at Annexure-I. District-wise/Block-wise allocation of targets within the overall targets allocated to the States/UTs has been done by the respective State Governments/Union Territories. The selection of roads in a particular district/block has been done by the States/UTs based on the utility value of the eligible roads computed on the basis of their economic potential and their role in facilitating the growth of rural market centres and rural hubs.

(iii) Road Connectivity Project for Left Wing Extremism Affected Areas (RCPLWEA) was launched in the year 2016 for construction/upgradation of strategically important roads chosen in the 44 worst affected LWE districts and adjoining districts in the 9 States of Andhra Pradesh, Bihar, Chhattisgarh, Jharkhand, Madhya Pradesh, Odisha, Maharashtra, Telangana and Uttar Pradesh. The scheme has twin objectives of enabling smooth and seamless anti-LWE operations by the security forces and also ensuring socio-economic development. As per the programme guidelines of RCPLWEA, the selection of roads is done by the Ministry of Home Affairs in consultation with the Home Departments of the concerned states and the security forces engaged in combating the LWE violence.

(iv) PMGSY-III was launched in the year 2019 for consolidation of 1,25,000 Km Through Routes and Major Rural Links connecting habitations, inter-alia, to Gramin Agricultural Markets (GrAMs), Higher Secondary Schools and Hospitals. The State/UT-wise allocation of targets is given at Annexure-II. District-wise/Block-wise allocation of targets within the overall targets allocated to the States/UTs is done by the respective State Governments/Union Territories. The selection of roads in a particular district/block is done by the States/UTs based on the utility value of the eligible roads computed on the basis of the population served by the road

and market, educational, medical and transport infrastructure facilities connected by the concerned road.

(v) PMGSY-IV has been launched in 2024 with the approval of the Cabinet with a total outlay of Rs. 70,125 crore (Central share: Rs. 49,087.50 crore and State share: Rs. 21,037.50 crore) during the financial year 2024-25 to 2028-29 for providing connectivity to about 25,000 unconnected habitations of population size 500+ in plains, 250+ in NE & Hill states/UTs, special category areas (Tribal Schedule V, Aspirational Districts/ Blocks, Desert areas), and 100+ in LWE affected districts, as per Census 2011.

(b) PMGSY Guidelines provides key role to the public representatives including Hon'ble Members of Parliament in the implementation of the programme including selection and construction of roads.

As per the Programme guidelines, the proposals of the Members of Parliament are required to be given full consideration. For selection of roads, the following process is to be carried out for consultations with the Members of Parliament:

(i) The Comprehensive Up-gradation cum Consolidation Priority List (CUCPL) is sent to concerned MPs with the request that their proposals on the selection of works out of the CUCPL should be sent to the District Panchayat.

(ii) Based on Block- District wise allocation & on the basis of funding available, the size of proposals expected is also indicated to the Members of Parliament while forwarding the CUCPL list to them. District wise allocation of roads are also indicated to enable choice with the requisite geographical spread in decreasing order of priority.

(iii) The proposals received from the Members of Parliament by the stipulated date is to be given full consideration in the District Panchayat which would record the reason in each case of non-inclusion. Such proposals that cannot be included would be communicated in writing to the Members of Parliament with reasons for non-inclusion of such proposals in each case.

(iv) After approval by the District Panchayat, the proposals are forwarded by the programme Implementation Unit(PIU)to the State Rural Road Development Agency(SRRDA).The PIU at that time prepare the details of proposals forwarded by the Members of Parliament, and action taken thereon, in Proforma MP-I and MP-II and send it along with the proposals. In all cases where the proposal of an MP has not been included, cogent reasons are to be given based on the reasons given by the District Panchayat.

(v) The State Level Standing Committee (SLSC) would then scrutinize the proposals to see that they are in accordance with the Guidelines and that the proposals of the Members of Parliament have been given full consideration.

In order to ensure that the State Government give due attention towards this aspect of the guidelines while submitting the proposals to the Ministry of Rural Development for sanction, the Ministry has issued a fresh advisory to the States on 2nd June, 2020. The State Governments have been advised, *inter-alia*, to communicate the final list of proposals in the order of priority to the Member of Parliament with the reasons for non-inclusion of certain roads in the proposals and obtain their consent on the proposals sent to National Rural Infrastructure Development Agency(NRIDA)/ Ministry for approval.

(c) A total of 74 roads (230.95 km) & 37 bridges have been completed in Sitamarhi district of Bihar during the last five financial years and the current year (as on 27.11.2024). The financial year-wise details are as under:

Financial Year	No. of Roads	Road Length (in km)	No. of Bridges
2019-20	18	13.496	14
2020-21	18	44.492	14
2021-22	11	34.23	2
2022-23	9	96.259	6
2023-24	15	35.012	0
2024-25 (as on 27.11.2024)	3	7.461	1
Total	74	230.95	37

Further 11 roads of 16.84 km & 17 bridges are being constructed under various verticals of PMGSY in Sitamarhi district of Bihar (as on 27.11.2024). The timeline for completion of these works is March, 2025.

Annexure referred to in reply to part (a) of Lok Sabha Unstarred Question No. 1361 for reply on 03.12.2024.

State-wise length of road work to be covered under PMGSY-II

Sl. No.	Name of the State/UTs	Length in Km
1	Andhra Pradesh	2,285
2	Arunachal Pradesh	550
3	Assam	1,730
4	Bihar	2,465
5	Chhattisgarh	2,245
6	Goa	25
7	Gujarat	1,205
8	Haryana	1,000
9	Himachal Pradesh	1,250
10	Jammu & Kashmir	780
11	Jharkhand	1,650
12	Karnataka	2,245
13	Kerala	570
14	Madhya Pradesh	4,945
15	Maharashtra	2,620
16	Manipur	325
17	Meghalaya	490
18	Mizoram	195
19	Nagaland	225
20	Odisha	3,760
21	Punjab	1,345
22	Rajasthan	3,465
23	Sikkim	115
24	Tamil Nadu	2,950
25	Tripura	310
26	Uttarakhand	915
27	Uttar Pradesh	7,575
28	West Bengal	2,515
29	Union Territories	250
	TOTAL	50,000

Annexure referred to in reply to part (a) of Lok Sabha Unstarred Question No. 1361 for reply on 03.12.2024.

Allocation of length under PMGSY-III

Sl. No.	Name of the States/ UTs	Allocated length under PMGSY-III (in km)
1.	Andaman & Nicobar	200
2.	Andhra Pradesh	3,285
3.	Arunachal Pradesh	1,375
4.	Assam	4,325
5.	Bihar	6,162.5
6.	Chhattisgarh	5,612.5
7.	Goa	62.5
8.	Gujarat	3,012.5
9.	Haryana	2,500
10.	Himachal Pradesh	3,125
11.	Jammu & Kashmir	1,750
12.	Jharkhand	4,125
13.	Karnataka	5,612.5
14.	Kerala	1,425
15.	Ladakh	500
16.	Madhya Pradesh	12,362.5
17.	Maharashtra	6550
18.	Manipur	812.5
19.	Meghalaya	1225
20.	Mizoram	487.5
21.	Nagaland	562.5
22.	Odisha	9,400
23.	Puducherry	125
24.	Punjab	3,362.5
25.	Rajasthan	8,662.5
26.	Sikkim	287.5
27.	Tamil Nadu	7375
28.	Telangana	2,427.5
29.	Tripura	775
30.	Uttarakhand	2,287.5
31.	Uttar Pradesh	18,937.5
32.	West Bengal	6,287.5
	Total	125,000
