

O.I.H.

**GOVERNMENT OF INDIA
MINISTRY OF HOUSING AND URBAN AFFAIRS
LOK SABHA
UNSTARRED QUESTION NO. 2049
TO BE ANSWERED ON JULY 31, 2025**

TRANSIT-ORIENTED DEVELOPMENT PLAN

**NO. 2049. SHRI DILIP SAIKIA:
 SHRI BIDYUT BARAN MAHATO:
 SHRI LUMBARAM CHOUDHARY:**

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

- (a) the details and the salient features/objectives of the Transit-Oriented Development (TOD) policy;**
- (b) the details of additional facilities likely to be provided by the Government to the cities selected under the said policy;**
- (c) the targeted sections that are likely to be benefited under the said policy;**
- (d) the name of cities across the country being selected under the said policy;**
- (e) whether any criteria has been set by the Government for the selection and if so, the details thereof,**
- (f) whether the Government is considering to connect Abu Road located in Sirohi district of Rajasthan under the said policy and if so, the details thereof; and**
- (g) whether the Government has estimated any kind of budget expenditure for the said policy and if so, the details thereof?**

**ANSWER
THE MINISTER OF STATE IN THE
MINISTRY HOUSING AND URBAN AFFAIRS
(SHRI TOKHAN SAHU)**

(a) to (g): As per 12th Schedule of the Constitution of India, urban planning including town planning is the function of Urban Local Bodies (ULBs)/ Urban Development Authorities. Government of India supplements the efforts of the States through schematic interventions/ advisories. The National Transit Oriented Development (TOD) Policy issued by Ministry of Housing and Urban Affairs (MoHUA) in 2017, promotes sustainable compact urban growth by aligning land use planning with mass transit

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systems like Metro and Bus Rapid Transit System (BRTS). It encourages higher density, mixed-use development within 500–800 m of transit stations, supported by enhanced Floor Area Ratio (FAR), improved non-motorized transport, and multimodal connectivity, aiming to reduce reliance on private vehicles.

The policy's key goals are to increase public transport usage, reduce travel demand, ensure inclusive housing for Economically Weaker Section (EWS), improve walkability and safety, and enable climate-friendly mobility. It is guided by principles, including compact development, affordable housing integration, mixed-land use, and private sector engagement through tools like Public-Private Partnership (PPP) and land value capture.

MoHUA also promotes and incentivizes those states who have implemented TOD policy through Scheme for Special Assistance to States for Capital Investment (SSASCI). Under the TOD component of SSASCI, the Government provides capital funding incentives to states and cities for notifying TOD corridors, modernization of building bye laws by allowing more Ground Coverage, Floor Space Index (FSI), Densification and Inclusive zoning regulations to remove inefficiencies in existing regulatory framework. Under SSASCI 2023-24 & 2024-25 (Urban Planning Reforms), twenty-eight TOD corridors were notified in six States.

The Government of Rajasthan has not claimed any incentive under SSASCI TOD Component so far.

To further encourage States/Union Territories to adopt and implement TOD, the Government has extended the TOD components under Urban Planning Reforms in SSASCI scheme 2025–26 which also covers incentives for Creation of Urban Infrastructure Development Fund (UIDF) with a dedicated escrow account and provisions for betterment levies and cess charges.
