Feature	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4 (ADVANCED)	Self-assessment for the full city with regard to each feature	Basis for assessment and/or quantitative indicator (Optional - only if data exists)	Projection of 'where the city wants to be' with regard to the feature/indicator based on the city vision and strategic blueprint	Input/Initiative that would move the city from its current status to Advanced status (Scenario 4)
Citizen participation	**A smart city constantly shapes and changes course of its strategies incorporating views of its citizen to bring maximum benefit for all. (Guideline 3.1.6)**	The City begins identifies priorities and projects to pursue without consulting citizens.	City undertakes citizen participation with some select stakeholders. The findings are compiled and incorporated in some projects or programs. Very few major decisions are shared with -citizens until final projects are unveiled.	City conducts citizen engagement at city level and local area level with most stakeholders and in most areas. The findings are compiled and incorporated in projects or programs.	City constantly conducts citizen engagement with people at each Ward level to incorporate their views, and these shape priorities and development projects in the city. Multiple means of communication and getting feedback such, both face-to-face and online are utilised. The effectiveness of city governance and service delivery is constantly enhanced on the basis of feedback from citizens.	Only some stakeholders are engaged by the SMC for decision making. The city falls in Scenario 2.	Discussions with SMC officials.	The city wants to have a better platform for suggestions which shall be incorporated by the SMC and for grievance redressal. The city should consult citizens in all projects or programs which shall affect people in any way.	An integrated service management and monitoring system for the city which makes the various departments accountable for the action to be taken in response to compaints/ issues in service delivery.
Identity and culture	**A Smart City has a unique identity, which distinguishes it from all other cities, based on some key aspect: its location or climate; its leading industry, its cultural heritage, its local culture or cuisine, or other factors. This identity allows an easy answer to the question "why in this city and not somewhere else?" A Smart City celebrates and promotes its unique identity and culture. (Guideline 3.1.7)**	There are few architectural monuments, symbols, and festivals that emphasise the unique character of the city. Built, natural and cultural heritage is not preserved and utilised or enhanced through physical, management and policy structures.	Historic and cultural resources are preserved and utilised to some extent but limited resources exist to manage and maintain the immediate surroundings of the heritage monuments. New buildinds and areas are created without much thought to how they reflect the identity and culture of hte city.	Historic and cultural heritage resources are preserved and utilised and their surroundings are well-maintained. Public spaces, public buildings and amenities reflect the cultural identity of the city.	Built, natural and intangible heritage are preserved and utilised as anchors of the city. Historical and cultural resources are enahnced through various mediums of expression. Public spaces, open spaces, amenities and public buildings reflect local identity and are widely used by the public through festivals, events and activities.	The Siddheshwar Temple and Bhuikot Fort are located in the core area of the city which has been identified for ABD. The fort is under ASI but is not maintained adequately. The the old textile mills which were the industrial hub for the region also fall in the central ara of the city. The fort does not receive many visitors for lack of activities. The city falls in Scenario 2.	Siddheshwar temple gets 4-5 Lakh visitors from within and states og Karnataka, Andhra Pradesh and Telangana during the month of January to attend the Gadda Yatra. [*Source: Siddheshwar Temple Trust*] The revenue from powerloom industry is in the tune of Rs 2040 Crores per annum [*Source: District wise skill gap study for state of Maharashtr, 2012-2017*]	The citizens also want the city to be an important center for religious tourism and cater to all pilgrims who visit any city in the Solapur-Tuljapur-Pandharpur-Akkalkot circuit. As per the citizen feedback, the city wants to reagin its importance as a textile hub.	The area of Siddheshwar Lake and the adjoining fort shall be developed as a tourist hub by introducing activities like night tourism, light and sound show and reviving the "akhada area" for sporting events. Solapur needs to regain its glory as textile hub. Solapur has been selected for development of textile mega cluster of India which would increase the textile base of the city.
Economy and employment	**A smart city has a robust and resilient economic base and growth strategy that creates large-scale employment and increases opportunities for the majority of its citizens. (Guideline 2.6 & 3.1.7 & 6.2)**	There are some job opportiunities in the city but they do not reach all sections of the population. There are a high number of jobs in the informal sector without sufficient facilities.	There is a range of job opportunities in the city for many sections of the population. The city attemps to integrate informal economic activities with formal parts of the city and its economy.	There are adequate job opportunities for all sections of society. But skill availability among residents can sometimes be a challenge.	There are adequate opportunities for jobs for all sections of income groups and skill levels. Job-oriented skill training supported by the city and by industry. Economic activities are suited to and build on locational and other advantages of the city.	Solapur has a base in handloom and power loom industry followed by the beedi industry. The city is a leader in manufacturing of export quality towels and bedsheets. The city has 57 per cent of Solapur's population is in working-age group but due to lack of adequate job opportunities in the city, the literate, employable population is migrating to other cities resulting in declining population growth. The city falls in Scenario 2.	Solapur has 12126 MSMEs, and 76 large scale registered production units. City has 16000 units of powerlooms which employ about 40,000 workers; 3 Industrial Estates in and around Solapur; Major Beedi Gharkul area - 80000 employed [*Source: City Development Plan, 2015, Solapur; Maharashtra skill gap study, 2012-17*]	Solapur was a center for trade and commerce in the past owing to its textile mills. With the textile mills mostly closed down in the 1990s, the base was shifted to handlooms and powerlooms, mostly in the informal sector. Therefore, citizens realize a need to create more employment opportunities for the region and a new identity for the city. Younger generations are aspiring for jobs in knowledge based sector	Supporting the upcoming textile megacluster by providing water supply shall generate 20,000 jobs in the city. With the support of good institutions, incubation centers shall be established which shall help the youth to start up new businesses. Training centers shall turn the unskilled citizens to skilled workforce under "Skill India"
Education	**A Smart City offers schooling and educational opportunities for all children in the city (Guideline 2.5.10)**	The city provides very limited educational facilities for its residents. There are some schools but very limited compared to the demand. Many schools are in poor condition.	City provides adequate primary education facilities within easily reachable distance of 15 minutes walking for most residential areas of the city. The city also provides some secondary education facilities.	City provides adequate primary and secondary education facilities within easily reachable distance for most residential areas of the city. Education facilities are regularly assessed through - databases of schools including number of students, attendance, teacher - student ratio, facilities available and other factors.	City provides adequate and high-quality education facilities within easily reachable distance of 10 minutes walking for all the residential areas of the city and provides multiple options of connecting with specialised teaching and multi media enabled education. Education facilities are regularly assessed through database of schools including number of students, attendance,	The city is a regional center for education with many schools and colleges spread throughout the city. However, due to in-migration of illiterate labor and out migration of literate population, the literacy level in the city is low.	The literacy rate of Solapur is 73%, which is slightly lower than the national average. The city has 402 schools and 129 colleges affiliated to the city's university. Source: CDP prepared under CBUD; District Education Officer	The citizens have expressed a need for knowledge based streams & professional colleges for higher studies and have expressed a need for creating job opportunities in private sectors after completion of higher studies	Having incubation centers to help the youth turn into entrepreneurs shall diversify the economic base and generate more diverse jobs for the employable youth.
Health	**A Smart City provides access to healthcare for all its citizens. (Guideline 2.5.10)**	Healthcare is difficult for citizens to access - demand for healthcare often exceeds hospitals' ability to meet citizen needs.	The city provides some access to healthcare for its residents but healthcare facilities are overburdened and far from many residents. Access to preventive health care is only easily available for some residents.	City provides adequate health facilities within easily reachable distance for all the residential areas and job centers of the city. It has an emergency response system that connects with ambulance services.	City provides adequate health facilities at easily accessible distance and individual health monitoring systems for elderly and vulnerable citizens which are directly connected to hospitals to prevent emergency health risks and to acquire specialised health advice with maximum convenience. The city is able to foresee likely potential disases and develop response systems and preventive care.	The city has adequate number of health facilities which are within easy reach of most citizens. The city has Regular medical camps in slum areas. The city falls in Scenaio 3.	Hospitals in the City have 3679 beds of which 76% is contributed by private sector and the rest by the MC. 68 PHCs & 329 sub centers; 68 primary health centers (PHC) 329 sub centers and 5 Ayurvedic hospitals in the district. Source: CDP prepared under CBUD	The citizens wish to have more multispeciality hospitals within easy reach. Access to health information should be available in a centralised database for easy access by medical practitioners.	Development of 500 bed multispeciality hospital in the city is proposed in the city development plan for Solapur. Further, upgradation of public health centers is proposed in Solapur. As citizen health improvement initiative, creating a database of all health information of citizens available to all health facilities.
Mixed use	**A Smart City has different kinds of land uses in the same places; such as offices, housing, and shops, clustered together. (Guidelines 3.1.2 and 3.1.2)**	The city has mostly separated uses and areas are focused either on residential, commercial, or industrial, with little co-existance of uses. The average resident cannot walk to the closest market or shops near his or her home. For almost everyone, going to work or going shopping for basic needs requires a journey by automobile or bus of more than 15 minutes. Land use regulations prevent putting commercial or office locations in residential neighborhoods and vice versa.	In some parts of the city , there is a mixture of land uses that would allow someone to live, work, and shop in close proximity. However, in most areas, there are only small retail stores with basic supplies near housing. Most residents must drive or use public transportation to access a shop for food and basic daily needs. Land use rules support segretating housing, retail, and office uses, but exceptions are made when requested.	Most parts of the city have housing, retail, and office buildings in close proximity. Some neighborhoods have light industrial uses within them (e.g., auto repair, craft production). Land use rules allow for mixed uses.	Every part of the city has a mix of uses. Everyone lives within a 15-minute trip of office buildings, markets and shops, and even some industrial uses. Land use rules require or encourage developers to incorporate a mixture of uses in their projects.	Most parts of the city and especially the core area has very good mixity of uses. The street facing structures have commercial activities on lower floors and residential on upper floors. The core city also has mixity of cottage industries and light industrial activities like auto repair, beedi manufacturing, etc. The city falls in Scenario 3.	Development Plan of Solapur, site visits; land use regulations and discussions with Municipal Corporation Officials.	Owing to the wide variety of uses in the same area, the streets sometimes become congested leading to increse in work-trip time. The city wants to experience the advantage of smaller trip length in short duration of time and do away with congestion on streets.	Upgrading the infrasructure and promoting new businesses in the existing areas shall encourage people to stay in the high density core areas of the city. There is potential of commercial and residential development in the core city area of 33 km².
Compact	**A Smart City encourages development to be compact and dense, where buildings are located close to one another and are ideally within a 10-minute walk of public transportation, forming concentrated neighborhoods. (Guidelines 2.3 and 5.2)**	The city is expanding rapidly at its periphery into undeveloped land, rural or natural areas, or along industrial corridors - both formally and informally. Formal new development is occuring in a way that is "sprawling," meaning that the buildings spread across a wide area and are far from one another. Residents or tenants find it easier or safer to travel by automobile because it takes a long time to walk between destinations and there are busy roads separating buildings. Large pockets of land in the inner-city are vacant. New developments at the periphery tend to be large-scale residential developments, often enclosed with a gate and oriented to the automobile.	The city has one or two high density areas - such as the city center, or historic areas, where buildings are concentrated together and where people can walk easily from building to building and feel as though they are in center of activity. Most of the city consists of areas where buildings are spread out and difficult to walk between, sometimes with low-density per hectare. Regulations tend to favor buildings that are separated from one another, with lots of parking at the base and set-back from the streets. The city likely has some pockets of under-utilized land in the center. New formal developments at the periphery tend to be large-scale residential developments, often enclosed with a gate and oriented to the automobile.	The city has multiple high density clusters that are easy to walk around where buildings are close together. However, the city actively encourages development to occur on under-utilized parcels of land into high-density, walkable areas. When new formal large-scale development projects happen at the periphery, they are encouraged to be dense and compact, with buildings that are close together and line the streets. The city actively encourages or incentivizes re-development of under-utilized parcels in the inner-city, especially those located close to public transportation.	The city is highly compact and dense, making the most of land within the city. Buildings are clustered together, forming walkable and inviting activity centers and neighborhoods. Regulations encourage or incentivize re-development of under-utilized land parcels in the city center. Buildings are oriented to the street **—** and parking is kept to a minimum, located below ground or at the back of buildings. Public transport and walking connects residences to most jobs and amenities. Residential density is at an optimal with affforgable housing available in most areas.	In the selected ABD area, all amenities like schools, banks, commmercial areas are located close together. The residents of the city do not have to travel more than 10-15 minutes on foot for all major amenities. The city falls in Scenario 3.	Development Plan of Solapur, site visits and City Development Plan	The current travel time in Solpaur is around 15-20 minutes. The city wants to continue with this trend. The city aspires to improve the basic infrastrucutre such as roads and footpath to facilitiate the mobility of people.	Improvement in basic infrastructure such as roads, footpath and availability of public transport, Provision of good infrastructure and highеer FSI in developing areas.
Public open spaces	**A Smart City has sufficient and usable public open spaces, many of which are green, that promote exercise and outdoor recreation for all age groups. Public open spaces of a range of sizes are dispersed throughout the City so all citizens can have access. (Guidelines 3.1.4 & 6.2)**	The city has very few usable public open spaces and very few usable green spaces. Available recreational spaces are located far away and are dispersed at long distances around the city. The few available public open spaces offer a limited variety of experiences for all sections of population and age groups such as places for sport, places for rest, and places for play.	A variety of public open spaces are available in some neighborhoods, but are not available in all the areas of the city or are located far away from residential areas Many of the open spaces have access restrictions, or are not well-maintained. A variety of types of public open spaces may be lacking, such as natural areas, green areas, parks, plazas, or recreation areas.	Most areas of the city have some sort of public open space. There is some variety in the types of public spaces in the city. However, public spaces are sometimes not within easy reach or access of more vulnerable populations and are more restricted in poorer neighbourhoods.	Public open spaces are well dispersed throughout the city. Every residential area and work space has access to open space within 10 minutes walking distance. Open spaces are of various types - natural, green, plazas, parks, or recreation areas - which serve various sections of people. Public spaces tend to truly reflect the natural and cultural identity of the city.	The city has a few large public spaces like the area in and around Bhuikot Fort and Siddheshwar lake and some smaller gardens, parks and playgrounds. These are not utilized to the full potential because of not being maintained and lack of activities in the area. The city falls in Scenario 3.	Altogether 32 gardens / parks in SMC area maintained by SMC; 2 stadiums in city [*Source: CDP prepared under CBUD* ; Site visits; Information from Department of Town Planning]	The city aspires to have open spaces which are better maintained. Another major aspiration identified from citizen's engagement is the need for a dust & pollution free and greener city. The city also wants more playgrounds and well maintained sports facilities.	Better connectivity for pedestrians and Non Motorised Tranport options is required. Xx kms of connected footpaths with access to smart bus shelters. The Fort, area around Siddheshwar lake shall have different activities during day and night to keep the space vibrant.
Housing and inclusiveness	**A Smart City has sufficient housing for all income groups and promotes integration among social groups. (Guidelines 3.1.2)**	Housing is very limited and highly segregated across income levels. Population growth far exceeds the creation of new housing. The poor live in informal settlements with limited to no access to basic services, and are concentrated in a few areas. The wealthy live in separate enclaves. Those in the middle have few , if any options.	Housing is available at most income levels but is highly segregated across income levels. Population growth slightly exceeds the creation of new housing. The wealthy and the middle class have housing that meets their needs at costs appropriate to their income. The poor live in informal settlements.	Housing is available at all income levels, but is segregated across income levels. The growth of supply of housing almost meets the rate of population growth. Increasingly, lower and middle-income people can find housing in areas that are conveniently located.	A wide range of housing is available at all cost levels. The supply of housing is growing at pace with population. Afforable, moderate, and luxury housing are found clustered together in many areas of the city	City has a mix of highly dense housing in core area and medium dense in rest of the city. Because of new migrant population increasing in the city, there is a sharp rise in the slum population. The city falls in Scenario 2.	31% of city's population lives in slums. The slum population has increased from 25% in 2001 to 31% in 2011 with a growth of 34% [*Source: CDP prepared under CBUD*] . 710 tenements have been upgraded under Ramai Awas Yojna in last 3 years of the scheme.	The city aspires to have an equitable share of infrastructure and services for all income groups. The citizens have also raised an aspiration of slum free city.	Upgradation of infrastructure facilities in slums, Construction of 20,000 new tenements under Housing for All.
Transport	**A Smart City does not require an automobile to get around; distances are short, buildings are accessible from the sidewalk, and transit options are plentiful and attractive to people of all income levels. (Guidelines 3.1.5 & 6.2)**	Personal automobile centric city with very few modal options. Long trip lengths for daily commute to work and education. Accessing various areas by walking or cycling is difficult. Women and vulnerable sections find it very difficult to move independently in the city. There is limited public transport. Vehicles cause high air and noise pollution levels in the city. Vehicles dominate public spaces and affect their effective functioning.	The street network system is elaborate but public transport choices are restricted. Public transport can be too expensive or unaffordable for the poor. Pedestrian infrastructure is only available in select areas. Tha majority of investments focus on reducing traffic congestion through the creation of more roads.	Network of streets are fairly complete. Public transport covers most areas of the city. However last mile connectivity remains incomplete -and affects transport options- Foot paths are accessible in most areas, whereas-concerns of safe crossings and security throughout the day remain. Parking zones are demarcated but absence of pricing increases over utilization of parking lots.	Street network is complete and follows a clear structure. Public transportation network covers the entire city and intensity of connection relates with the demand. Plenty of options of public transport are available and affordable for all sections of the society. There is multi-modal integration at all mass transit staions and organized-priced on street and off street parking. Walking and cycling is prevalent.	Solapur Municipal Transport has been operating the public bus service since 1949. Buses have good connectivity between adjoining rural areas but the frequency and the number of routes on which the buses ply in the city are not adequate. The city does not have other options for public transport and last mile connectivity is missing in many areas. The city falls in Scenario 2.	Total fleet size of buses in the city is of 146 out of which 73 are operational. The ridership is 50,000. The Staff to bus ratio is 9.86. Earning per km is Rs. 35.6 and the Cost per km is Rs. 44.5. SMC transfers Rs. 6 Crore per annum to cover the losses incurred by SMT. [*Source: DPR for purchase of buses under JNNURM ;* Information received from Solapur Municipal Transport.]	The city aspires to have better management of traffic, better quality roads with accessible and connected footpaths in all areas. The city also needs integration of NMT and transit nodes. The public transport should be accessible to all vulnerable groups.	Strengthening of public transport systems with increase in coverage of areas. Prioritised pedestrian signals with barrier free bus shelters and easy boarding/ deboarding of buses. Integration of IPTS and bus service. Construction of better and connected footpaths to promote NMT.

Feature	Definition	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4 (ADVANCED)	Self-assessment for the full city with regard to each feature	Basis for assessment and/or quantitative indicator (Optional - only if data exists)	Projection of 'where the city wants to be' with regard to the feature/indicator based on the city vision and strategic blueprint	Input/Initiative that would move the city from its current status to Advanced status (Scenario 4)
Walkable	**A Smart City's roads are designed equally for pedestrians, cyclists and vehicles; and road safety and sidewalks are paramount to street design. Traffic signals are sufficient and traffic rules are enforced. Shops, restaurants, building entrances and trees line the sidewalk to encourage walking and there is ample lighting so the pedestrian feels safe day and night. (Guidelines 3.1.3 & 6.2)**	The city is designed mainly for the automobile. Daily life without a car requires long bus rides. Walking is difficult and often dangerous; there are few pavements, existing pavements need repair and lack trees to provide shade for pedestrians, and marked pedestrian crossings are rare. New buildings have their main entrances set-back from the street, sometimes with large driveways or parking lots separating them from the street, and sometimes are are enclosed by gates. Traffic signals are often disobeyed	Older areas of the city see a mix of pedestrians, cyclists, and vehicles but newer areas are focused mainly on the automobile. In the new areas, there are few pavements and main entrances to new buildings are not accesible from the front of the street. large driveways or parking lots often separating them from the street, and sometimes are are enclosed by gates. In these areas, traffic signals are disobeyed.	The city has a good network of pavements and bike lanes. Buildings in most areas of the city are easily accessible from the pavement. Howver, traffic signals are sometimes disobeyed and it can feel difficult to cross the street.	The city is highly walkable. Pavements exist on every street and are maintained. Trees line many sidewalks to provide shade for pedestrians. Buildings in most areas of the city are easily accessible from the sidewalk. Traffic signals control the flow of automobiles and are enforced. A network of bike lanes exists to promote cycling as a means of transport. Traffic rules are followed and enforced with great seriousness.	Some areas of the city have footpaths, total length 31 km, but most are in a bad condition and have been encroached by hawkers or local shops. Also, the footpaths are not continuous and the presence of utilities like electric poles, street lights, post boxes, etc. make it difficult to use them. The hot, arid climate also contributes to making the experience uncomfortable for pedestrians or cyclists. The city falls in Scenario 2.	Site Visits; CDP prepared under CBUD and meetings with Department of Town Planning.	The city needs infrastructure that would make walking a comfortable and convenient experience. The city needs connected footpath network, shaded walkways, provision for bike parking at transit nodes.	At least 60% of the roads must have footpaths. Connected, shaded and unobstructed footpaths with provisions for safe road crossing. Connecting NMT routes to all major transit nodes and public spaces with provision of bike racks with bus shelters.
IT connectivity	**A Smart City has a robust internet network allowing high-speed connections to all offices and dwellings as desired. (Guideline 6.2)**	City has no major plans to bring increased high speed internet connectivity to the public.	The city has made plans to provide high speed internet connectivity through the existing framework.	The city makes has high speed internet connectivity available in most parts of the city.	The city offers free wifi services to provide opportunity for all the citizens to connect with high speed internet across the city.	High speed internet can be accessed from most parts of the city. However, there are no wi-fi hotspots in the city. The city falls in Scenario 3.	Source: Citizen feedback	Most citizens have smart mobile phones and wish to have high speed internet connectivity on the go. The city aspires to have free wi-fi zones across the city.	Identification of locations as wi fi hotspots in collaboration with Reliance Jio Infocomm in high footfall areas, parklets and bus shelters. The corporation has taken intiatives to make the corporation premises a wi -fi hot spot area.
ICT-enabled government services	**A Smart City enables easy interaction (including through online and telephone services) with its citizens, eliminating delays and frustrations in interactions with government. (Guidelines 2.4.7 & 3.1.6 & 5.1.4 & 6.2)**	Essential Government services are not linked with online platforms. Paper intensive interactions with the local Government continues. Recieving services and response to citizen complaints take a long time. There is limited availability of data to monitor service delivery.	Some of the public services are provided online and infrastructure for total digitalization is not in place. Service delays occur regularly in some sectors. Responses to citizen inquiries or complaints are often delayed. No integration between services and billing.	Most of the services are provided online and offline. Data transparency helps monitoring. Systema and processes to better coordinate between various Government agencies are being developed.	All major services are provided through online and offline platforms. Citizens and officials can access information on accounting and monitor status of projects and programs through data available on online system. Robust data infratsructure system shares information and enhances internal governmental coordination.	Some documents like budget, newsletters, application forms, disaster management plan are avaialble on the SMC website. The site is used to register complaints by the citizens. Services are not provided through online platforms. The city falls in Scenario 2.	Discussion with computer department of Solapur Municipal Corporation.	The citizens aspire for IT backed services that are easily accessible online or through mobile based applications.	Plan has been prepared to integrate all governemnet services under one umbrella for easy control and monitoring. This would also make the system more transparent and the concerned departments accountable for the services offered to citizens.
Energy supply	**A Smart City has reliable, 24/7 electricity supply with no delays in requested hookups. (Guildeline 2.4)**	There is only intermittent electricity supply with regular power shedding. Many residents have to plan their days around when power is available.	Electricity supply and loads are managed as per demand and priority for various functions with clear scheduling, with electricity being available in many areas for most hours of the day.	Electricity is available in most parts of the city for most hours of the day but some areas are are not so well-served. Smart metering exists in some parts of the city but not all.	Electricity is available 24 x 7 in all parts of the city with smart metering linked to online platforms for monitoring and transparency.	Coverage and availablity of Electrictricy is 100%. However the metering is not connected to online platforms. The city falls in Scenario 3.	The total outages in the city is 0.81% (72 hours/annum) Source: Maharashtra State Electricity Distribution Company Ltd (MSEDCL)	The city wants reduction in number of outages.	Improvement in distribution network. Online platform integration of all meters. Underground wiring at identified risk zones.
Energy source	**A Smart City has at least 10% of its electricity generated by renewables. (Guideline 6.2)**	The city does not have any renewable sources of energy and there is no commitment to promote this for the forseeable future.	The city is preparing plans for ensuring that it gets more energy from renewable sources and is in the process of making commitments in this regard.	Some energy consumed is the city is produced through renewable sources. There are long term targets for higher renewable energy capacities and the city is making plans to achieve these.	At least 10% of the energy used in the city is generated through renewable sources. The city is undertaking long-term strategic projects to tap renewable sources of energy in its region/beyond to increase the percentage	Solar has an operational waste to energy plant. This bio-methanation plant uses municipal solid waste for generating electricity.	Public Health Engineering Department, SMC	The city wants the solar energy to be tapped on and reduce the relaince on conventional power source.	Mandate for public buildings to install rooftop Solar PV panels. Provide incentives to private owners who use alternative energy sources.
Water supply	**A Smart City has a reliable, 24/7 supply of water that meets national and global health standards. (Guidelines 2.4 & 6.2)**	The city has a poor water supply system with limited water availability. There are no clear targets to achieve higher quality and optimal quantity standards. Unaccounted water loss is above 40%	The city has intermittent water supply and availability. However it is setting targets and processes in place to try to improve its water supply. Unaccounted water loss is less than 30%.	The city has 24 x 7 water supply in most areas but the quality of water does not meet international health standards. Unaccounted water loss is less than 20%.	The city has 24 x 7 treated water supply which follows national and global standards and also available in sufficient quantity and affordable across all sections of the society. Unaccounted loss less than 15%.	Water supply is a major issue in the city with only one pernnial source which is distant. The per capita supply is 90 LPCD and the frequency of water supply is once in four days. The city falls in Scenario 1.	The city has 80% physical coverage and 49% household coverage of water supply network. The NRW level is 57% with physical losses at 29%. [*Source: NRW study under CBUD*]	The city aspires to have 24x7 water supply and recycling of waste water.	Implementation of project for monitoring and reducing losses and consumption. Use of smart meters; Centralized monitoring system of water supply system.
Water management	**A Smart City has advanced water management programs, including smart meters, rain water harvesting, and green infrastructure to manage stormwater runoff. (Guideline 6.2)**	The city does not measure all its supply. It does not recycle waste water to meet its requirements and rain water harvesting is not prevalent. Flooding often occurs due to storm water run-off.	The city has meters for all its water supply but lacks mechanisms to monitor. Water wasteage is very high. Some, but not much, rainwater harvesting exists.	The has meters for all its water supply with some smart mechanisms to monitor. Rainwater harvesting systems are installed and storm water is collected and stored in water bodies. However, recycling of waste water and reusage of storm water is limited.	The city has meters for all its water supply. It includes smart mechanisms to monitor remotely. Rainwater harvesting systems are installed and utilised through the city and storm water is collected and stored in water bodies and treated for usage. Recycled waste water is supplied for secondary uses.	There is no provition for waste water recycling and there are no water meters in the supply network. The city falls in Scenario 1.	[Source: Information provided by PHED, SMC and NRW study, 2015]	The city wants optimum usage of storm water and rainwater harvesting. The citizens have also indicated a need to recycle waste water.	Metring at various levels to monitor the amount of waste water generated and treated. Use of recycled water in industrial use.
Waste water management	**A Smart City treats all of its sewage to prevent the polluting of water bodies and aquifers. (Guideline 2.4)**	The city is unable to treat all its sewage. Many local sewer lines open on to water bodies and open ground and pollute the environment.	Most waste water is collected and treated before before disposal. However the treated water does not meet standards and is not recycled for secondary uses.	All the waste water is collected and treated before before disposal. It is also treated to a high standard and some is recycled.	The city has zero waste water because all the waste water is collected, treated and recycled. It meets standards an reduces the need for fresh water.	The waste water collection system (sewerage) covers 60% of population. There is no provision for treatment of waste water. The city falls in Scenario 1.	Secondary sewerage treatement plants of capacity 102.5 MLD (75 + 12.5 + 15 MLD) are under construction. [*Source: Sewerage DPR, CDP prepared under CBUD*]	The only operational sewage treatment plant has been put out of operation in 1990s as the operational costs were too high to be borne by the SMC. The city needs adequate waste water recycling and stop the pollution of water body.	100% recycling of waste water and tertiary treatment of waste water is proposed in a STP of 75 MLD capacity.
Air quality	**A Smart City has air quality that always meets international safety standards. (Guideline 2.4.8)**	City does not have plans, policies or programs to improve the air quality. Systems to monitor air quality are absent.	City has programs and projects to monitor air quality and spatialising the data to ascertain reasons for degrees of pollution in the air. A few strategies to decrease air pollution have been implemented.	City has programs and projects to monitor air quality and spatialising the data to ascertain reasons for degrees of pollution in the air. Pollution levels are acceptable.	The city has clean air by international standards. Live Air quality monitoring cover the entire city and data of air quality are mapped.	Ambient air quality is monitored at 3 locations in the city: WIT Campus, Municipal Corporation campus and Saat Rasta. The city falls in Scenario 2.	Average at 3 locations: RSPM = 86 µg/m3, SPM = 197 µg/m3, Nox = 38.38 µg/m3, SO2 = 13.52 µg/m3 [Source: Maharashtra Pollution Control Board website]	Ambient air quality is monitored at various locations but the pollution levels are high and the city wants the air quality to meet compliant levels.	Covered street network from edge to edge to control dust pollution. Increase in green cover to improve air quality.
Energy efficiency	**A Smart City government uses state-of-the-art energy efficiency practices in buildings, street lights, and transit systems. (Guideline 6.2)**	City has no programs or controls or incentive mechanisms to promote or support energy effeciency in buildings	The city promotes energy efficiency and some new buildings install energy effeciency systems that track and monitor energy use and savings.	Most new public buildings install energy effeciency systems and some older buildings are also retrofitted to be more energy efficient. Local government conducts counselling and outreach with developer, businesses and residents to adopt energy effeciency strategies	All the existing old and new public buildings employ energy effeciency principles in development and operation and apply for energy rating by national and international forums. Many non-public buildings are also energy efficient because the government promotes energy efficiency through incentices and regulations.	City has no programs or controls or incentive mechanisms to promote or support energy effeciency in buildings. The city falls in Scenario 1.	Manual of energy consumption in textile cluster, Solapur.	The citizens want Solapur to have some reliance on solar or alternative energy sources.	Use of energy efficienct street lights and regular energy audits.
Underground electric wiring	**A Smart City has an underground electric wiring system to reduce blackouts due to storms and eliminate unsightliness. (Guideline 6.2)**	City does not have plans for underground electric wiring system.	More than 40% of the city has underground electric wiring system.	More than 75% of the city has underground electric wiring system.	More than 90% of the city has underground electric wiring system.	City does not have underground electric wiring system. The city falls in Scenario 1.	Information received from Maharashtra State Electricity Distribution Company Ltd (MSEDCL)	City wants to have underground cabling in entire city.	Improvement in electricty distribution network and uderground wiring.
Sanitation	**A Smart City has no open defecation, and a full supply of toilets based on the population. (Guidelines 2.4.3 & 6.2)**	Many parts of the city do not have access to sanitation infrastructure and facilities.	Sanitation facilities are availabile to 70% of the city's population.	Sanitation facilities are available to 90% of the city's population.	Sanitation facilities are available to 100% of the city's population.	The city is at rank 361 as per the sanitation ranking. 87% of the population has individual toilets. Availability of water supply is major challenge in sanitation. The city falls in Scenario 2.	Source: Census 2011	100% coverage of toilets and no open defecation in the city.	Assurance of adequate water supply to all public toilets. 100% ODF city under Swachh Bharat Mission. Creating awareness to discourage Open Defecation and installation of barrier free public e-toilets.
Waste management	**A Smart City has a waste management system that removes household and commercial garbage, and disposes of it in an environmentally and economically sound manner. (Guidelines 2.4.3 & 6.2)**	Waste collection systems do not pick up waste on a frequent basis and waste often enters into water bodies.	Waste generated is usually collected but not segregated. Recycling is attempted by difficult to implement.	Waste is segretated, collected, recycled and disposed in an environmentally sound manner.	The city reduces land fill caused by waste so that it is minimal. All the solid waste generated is seggregated at source and sent for recycling. Organic waste is sent for composting to be used for gardening in the city. Energy creation through waste is considered.	The waste collection system is inadequate and the waste is not collected on a frequent basis. There is no door to door collection system of waste. Waste often enters into water bodies and pollutes them. The city falls in Scenario 1.	Total waste generated in the city is 350 TPD. Total waste collectd 250 TPD. [*Source: CDP prepared under CBUD* , Public Health Engineering Department, SMC]	The city aspires for daily collection of waste; cleaner roads and public spaces; and Recycling of waste.	Integrated door to door waste collection and transportation system. Adequate treatment of waste and generating energy from waste. IT enabled vehicle tracking and monitoring system for solid waste collection and transportation.
Safety and security	**A Smart City has high levels of public safety, especially focused on women, children and the elderly; men and women of all ages feel safe on the streets at all hours. (Guideline 6.2)**	The city has low levels of public safety - most groups of residents feel insecure during most parts of the day in many parts of the city.	The city has medium levels of public safety - some more vulnerable groups feel insecure during some points of the day and in some parts of the city	The city has high levels of public safety - all citizens including women, children and the elderly feel secure in most parts of the city during most time in the day.	The city has very high levels of public safety - all residents feel safe in all parts of the city during all hours of the day.	The crime rate of Solapur has seen an increase of 0.06% in three years. However the number of crimes reported against women has increased from 148 in 2011 to 2014 in 2013 with an increase of 30.8% The city falls in Scenario 2.	[Source: State crime records bureau, CID, Maharashtra]	The city wants to have better safety measures for women and better safety on road.	Signalling and traffic management, installation of CCTV cameras will improve safety conditions. There shall be panic button applications for women.

Q.32 Implementation Time line

Short term projects

100% waste management

Daily door to door waste collection (30-100%)

Waste segregation at source (0-100%)

Public toilets (number per lakh of population) (from 26 to 50)

Clean and efficient energy usage

Energy efficient street lighting (0-100%)

Under ground electric cabling (0-100%)

Renewable energy as percentage of total energy demand in the area (0-12%)

Efficient transportation

Reduction in waiting time for bus (30-10 mins)

Public transport usage (% of trip share)

Availability of bus queue shelter (>1 km to every 700 m)

Efficient governance

No. of service level indicator generated (0-100%)

No.of indicators assessed on real time basis (0-126km)

No. of service provided through single window (0-20)

Medium term projects

Efficient waste water recycling

Waste water treated (0-100%)

Waste water reused (0-80%)

Reduction in dust pollution

Reduction in SPM level in selected area (200 to 40)

Well paved roads with pucca edges (0 to 126 km)

Roads with adequate foot path (10-60%)

Efficient water supply

Household coverage of water supply (38-100%)

Connections with smart meters (0-100%)

Reduction in NRW (57% to 15%)

Efficient use of public spaces

Developed open spaces (3% to 9% of total area)

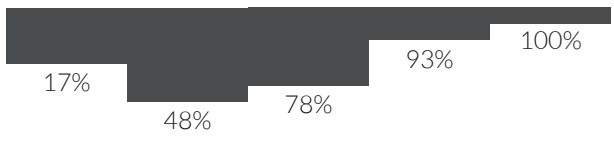
Long term projects

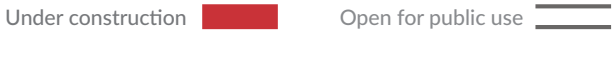
Railway station development

By-pass and grade separator for frieght traffic (0 to 12.3 km)

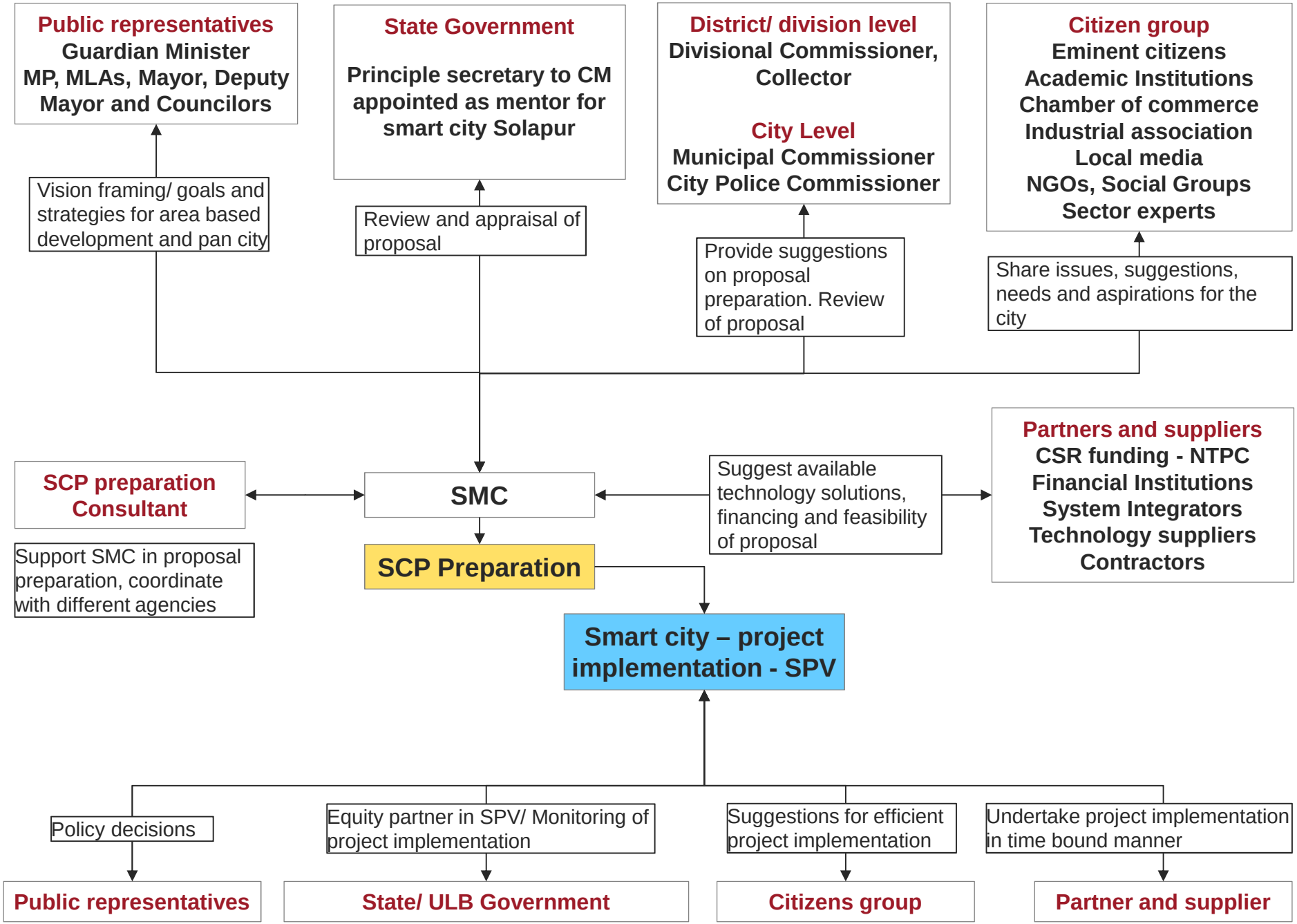
Heritage structure refurbishment

Annual Financial Progress





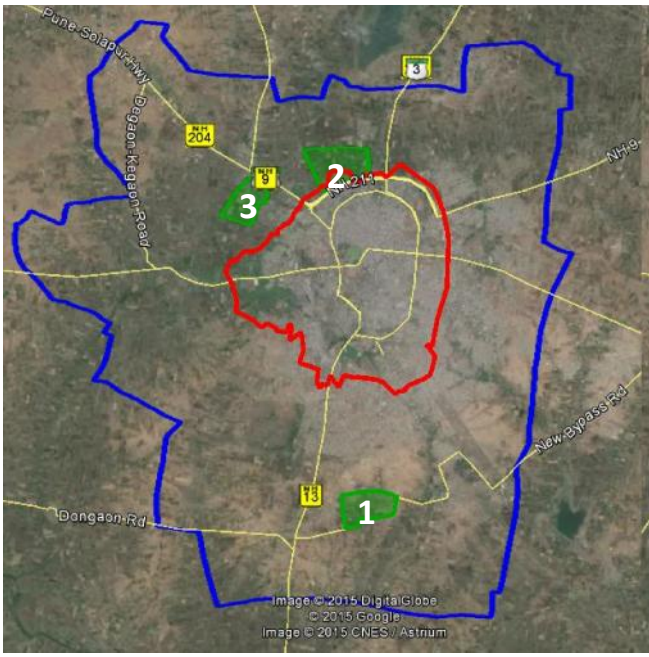
36. ORGANOGRAM SHOWING RELATIONSHIPS BETWEEN STAKEHOLDERS



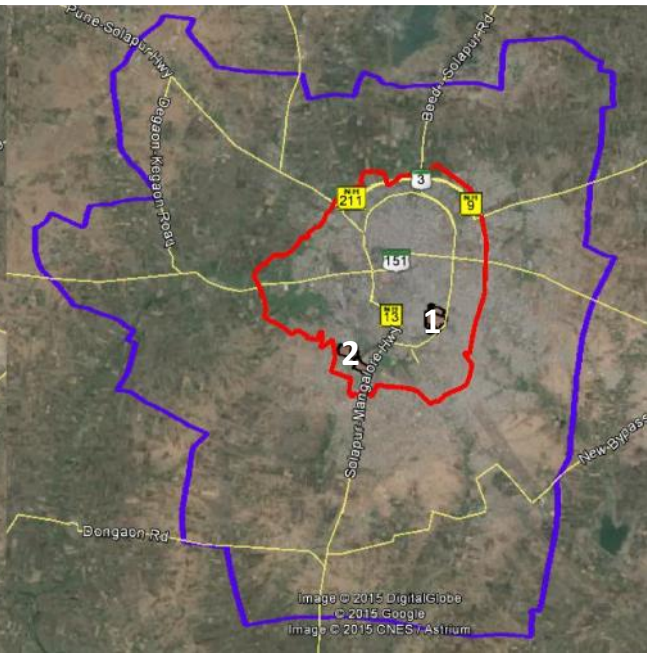
SELECTION OF AREA FOR ABD: 14 IDENTIFIED OPTIONS

GREENFIELD DEVELOPMENT

Three options for **Greenfield development** were identified: Option 1 – Area of 289 acres, adjoining *Solapur-Mangalore Highway and Kumthe-Aherwadi Road*; Option 2 – Area of 408 acres, adjoining *NH 9-Mumbai Highway, Solapur Road and Beed Solapur Road* and Option 3 – Area of 250 acres, located along *Pune Solapur Highway and State Highway 151.*



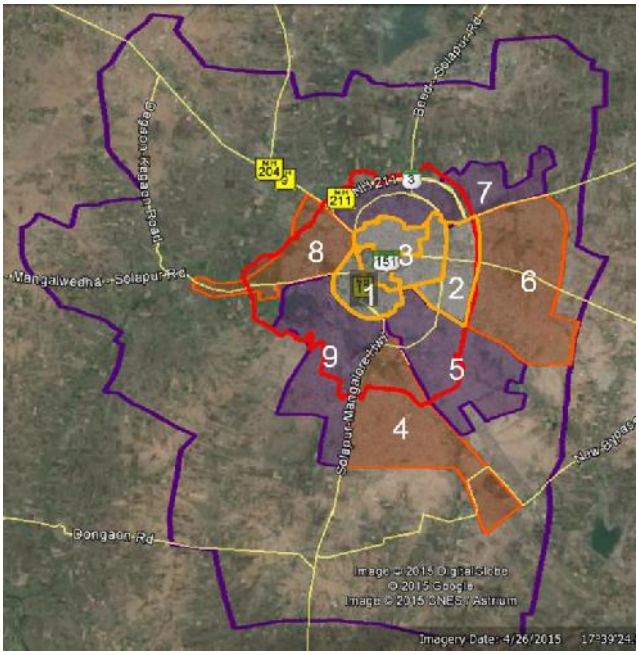
Three options for Greenfield Development



Two options for Redevelopment

REDEVELOPMENT

Two options for **Redevelopment** were identified: Option 1 – Area of 75 acres, comprising of cluster of 6 slums in *Shashtri Nagar*; Option 2 – Area of 64 acres, comprising of 3 slums under *Garibi Hatao*.



Nine options for Retrofitting

RETROFITTING

Nine options for **Retrofitting** were identified: Option 1 – *Gauthan + Gauthan Extension* (Area 1040 acres); Option 2 – *Gauthan + TP 1* (440 acres); Option 3 - *Gauthan + Part of TP1 and Siddheshwar Lake* (1150 acres); Option 4 - Area between *Vijapur Road and Hotgi Road* (2319 acres); Option 5 - Area Between *Hotgi Road and Kumbhari Road* (1897 acres); Option 6 - Area between *Old Kumbhari Rd and Hyderabad Rd* (2443 acres); Option 7 - Area between *Hyderabad Rd and Shelgi Rd* (1559 acres); Option 8 - Area between *Pune Road and Mangalveda Rd* (1069 acres); Option 9 - Area between *Mangalveda Rd and Vijapur Rd* (1926 acres)

SUCCESSFUL EXAMPLES OF PROPOSED INTERVENTIONS OF ABD IN OTHER CITIES (I/II)

Bucklands Beach, Auckland, New Zealand

UNDERGROUND CABLING

Undergrounding project in Bucklands Beach, ***New Zealand*.**

Power lines in more than 108km road stretch taken underground in Auckland, New Zealand.

USE OF SOLAR ENERGY

Solar Stadium in ***Taiwan*,** 100% solar powered, clad in 8,844 solar panels to illuminate the track and field with 3,300 lux.

Solar outdoor lighting project in Siletz, ***Oregon*** where 14 solar-powered LED street lights were installed.

Solar Stadium, Taiwan

Solar Street Lights, Oregon

Waste Segregation in Mjölby, Sweden

WASTE SEGREGATION

Optibag concept is a Smart sorting system where citizens can sort their waste at source into different coloured bags, as per their own individual requirements. This is being done successfully in Mjölby, ***Sweden*,** where the system uses minimal amount of space and reduces the number of transport movements.

PUBLIC BIKE SHARING

In ***Paris***, users can rent a bike from the Vélib' system by using credit card, bank card, or Vélib' Bike Card. 20,000 bikes available at over 1,400 stations in the city. The system financed by the JCDecaux advertising corporation, in return for the city signing over the income from a substantial portion of advertising.

Public Bike sharing, Paris

'Bus then Bike' shelters, Boulder County

Boulder County, US has subsidized bicycle shelters in Longmont and 28th and Iris streets to be used by commuters who want to use their bikes to ride "the first mile" to catch a bus or "the final mile" from the bus stop to home or work.

SUCCESSFUL EXAMPLES OF PROPOSED INTERVENTIONS OF ABD IN OTHER CITIES (II/II)


Parklets in Sao Paulo

PARKLETS

Sao Paulo has officially approved a policy to incentivize parklet installations. By opening up spaces previously dedicated to parking, parklets facilitate stronger communities and social interaction

RAIN GARDENS

Bioretention planters or Rain Gardens have been installed in **San Francisco** in combination with other streetscape features. The project sponsor is required to obtain relevant permits for all features before installation.


Rain Garden (Bioretention) in San Francisco

Pedestrian Street, Gangtok

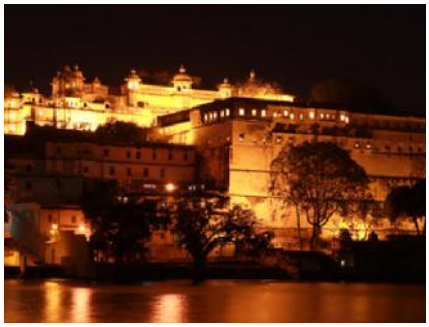
NON-VEHICLE STREET

Mahatma Gandhi Road in **Gangtok**, Sikkim has been completely pedestrianized and has transformed over the years. The locals and tourists take leisure stroll or just sit and relax on one of the many benches laid along the middle and both sides of the road to soak in the ambience. The street also hosts the annual Gangtok Food and Culture Festival.

NIGHT MARKET

Rod Fai Night Market in **Bangkok** is a huge crowd puller. The market is open from 6 PM to midnight and offers a wide range of products from vintage furniture to cheap electronic goods to pets.

Night Market, Bangkok



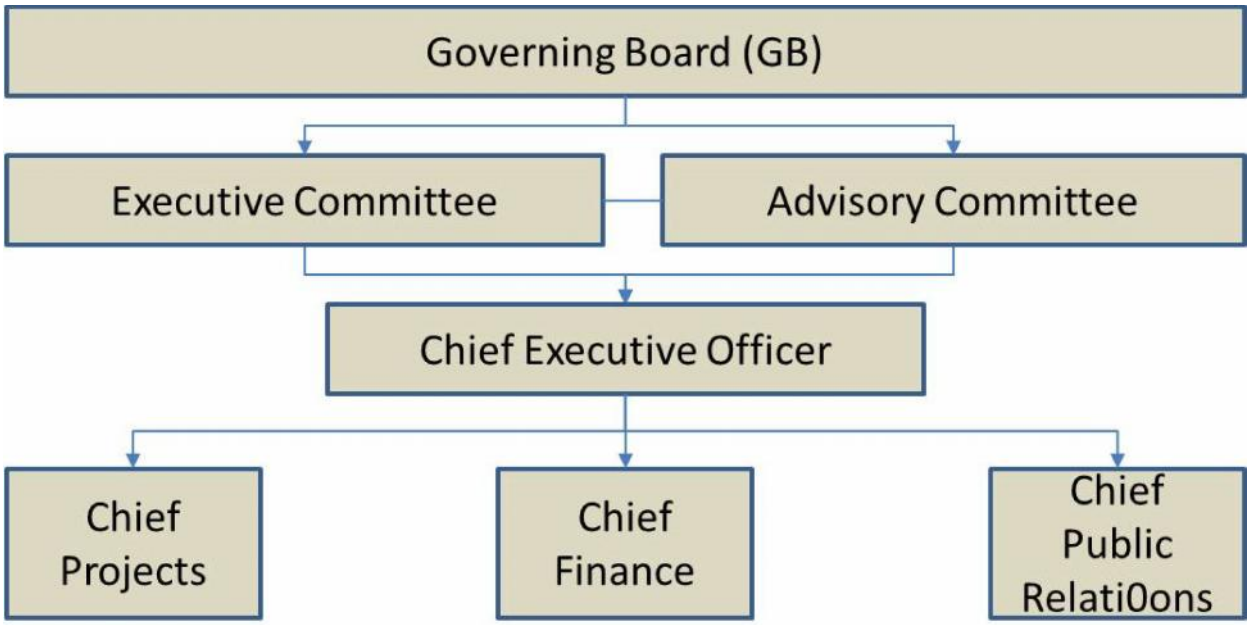
Light & sound show, Jaipur

LIGHT AND SOUND SHOW TO PROMOTE TOURISM

The show with the backdrop of Amber Fort overlooking the Maota Lake is quite a spectacle which uses music, sound, light and folklore narratives to paint the unique story of the 600-year-old royal fort

STRUCTURE OF SPV

SUPPLEMENT TO RESPONSE OF Q. 33



Governing Board

1. Mayor
2. Leader of Opposition,
3. Standing Committee Chairman
4. Municipal Commissioner (Chairman)
5. Commissioner of Police
6. City Engineer
7. Public Health Engineer
8. SE-MSEDCL
9. Secretary – UDD-GOM
10. Representative – GOI
11. Independent Director 1
12. Independent Director 2
13. CEO

Executive Committee

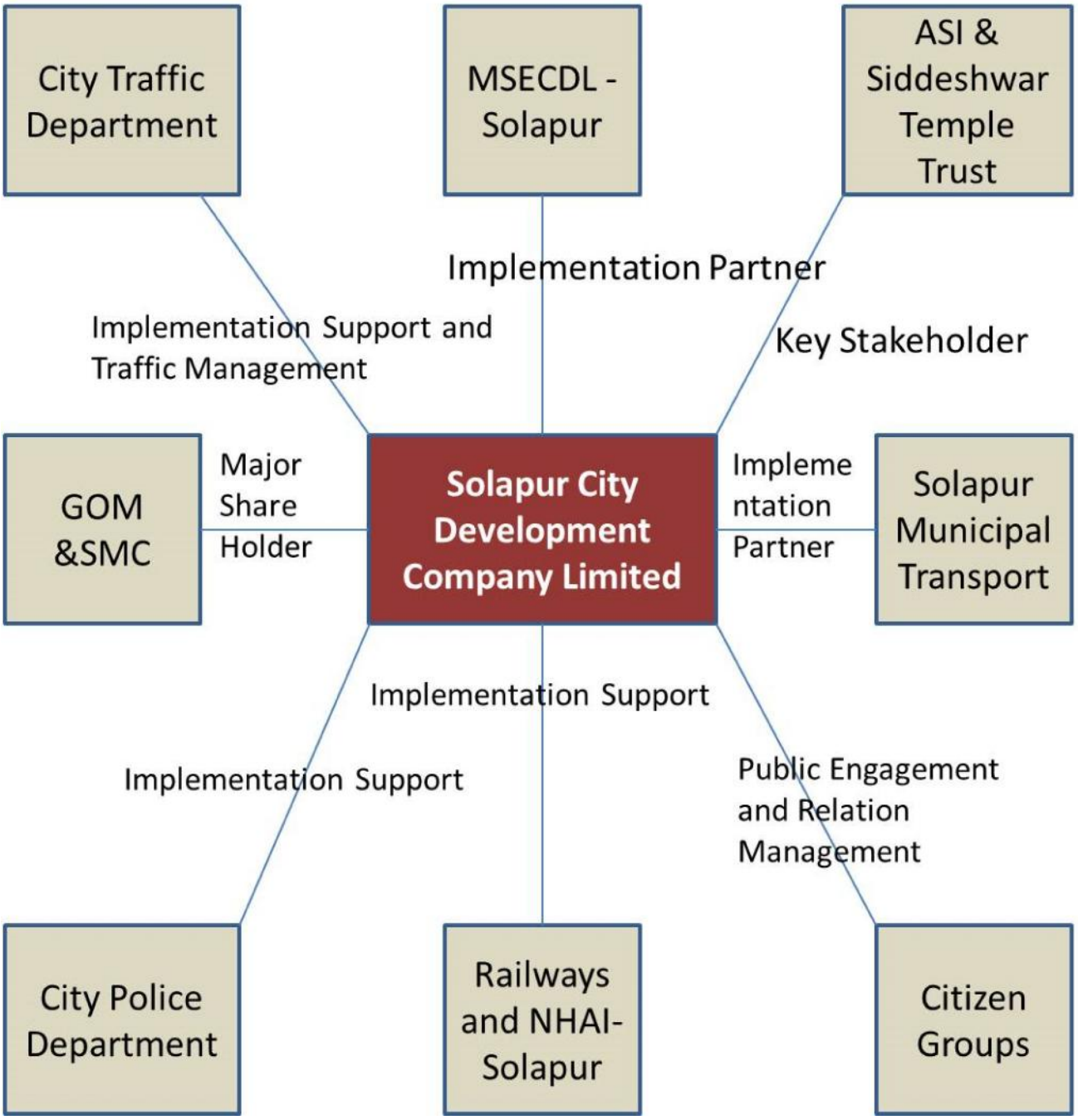
Chairman,
CEO,
CFO

Advisory Committee

Eminent Urban Planner, ASI Representative, Commissioner Traffic Police, Divisional Railway Manager, Chairman Siddeshwar Temple Trust, and NHAI Unit

RELATIONSHIPS BETWEEN SPV AND OTHER AGENCIES

SUPPLEMENT TO RESPONSE OF Q. 34



LIST OF ABBREVIATIONS

1. AMR – Automatic Meter Reading
2. ASI – Archeological Survey of India
3. ATV machines: Automatic ticket Vending Machine
4. AVL – Automatic vehicle locator
5. CCTV - Closed-circuit television
6. CBUD – Capacity Building for Urban Development
7. CDP – City Development Plan
8. CREDAI - Confederation of Real Estate Developers Association of India
9. DBFOT - Design Build Finance Operate and Transfer
10. DietY - Department of Electronics and Information Technology
11. DSCR – Debt Service Coverage Ratio
12. ECS – equivalent Car Space
13. EPC – Engineering, Procurement, Construction
14. ESR – Elevated service reservoir
15. GIS - Geographic information system
16. IEC - Information Education & Communication
17. ITMS - Intelligent Traffic Management System
18. JNNURM - Jawaharlal Nehru National Urban Renewal Mission
19. LBT – Local Body Tax
20. MIDC - Maharashtra Industrial Development Corporation
21. MIS - Management Information System
22. MLD – Million Liters per day
23. MSEDCL - Maharashtra State Electricity Distribution Company Limited
24. NHAI – National Highway Authority of India
25. NHDP - National Highways Development Project
26. NOC – No objection Certificate
27. NRW – Non revenue water
28. NTPC – National Thermal Power Corporation
29. O&M – Operation and Maintenance
30. PIS – Passenger Information System
31. PMDO - Pooled Municipal Debt Obligation
32. PV – Photo Voltaic
33. RFID - Radio-frequency identification
34. SCADA - Supervisory Control and Data Acquisition
35. SCDCL - Solapur City Development Company Limited
36. SCN - Security camera network
37. SLB – Service Level Benchmarks
38. SMC – Solapur Municipal Corporation
39. SPM – Suspended particulate matter
40. SPV – Special Purpose Vehicle
41. TOR – Terms of Reference
42. TPD – Tons per day
43. TTP – Tertiary Treatment Plant
44. UIDSSMT - Urban Infrastructure Development Scheme for Small and Medium Towns
45. VHMD - Vehicle Health Monitoring and Diagnostics

LIST OF ABBREVIATIONS

- **Barrier Free -** Design for those with physical or other disabilities, involving the provision of alternative means of access to steps (e.g. ramps and lifts (elevators) for those with mobility problems)
- **Gaothan -** Gaothan is portion of the land of the village which is ordinarily used for settlement. “Gaothan “or” village site" means the land included within the site of a village, town or city as determined by section 122 of MLR Code. It states that;

  It shall be lawful for the Collector or for a survey officer acting under the general or special orders of the State Government, to ascertain and determine what lands are included within the site of any village, town or city and to fix and from time to time, to vary the limits of the site determined as aforesaid, regard being had to all subsisting rights of landholders.
- **Parklet -** A parklet is a sidewalk extension that provides more space and amenities for people using the street. The extension shall be used for recreational and/or beautification purposes.

  They can also serve as convenient places of escape and rest for people during work hours. Parklets can be equipped with benches, planters, tables, chairs, umbrellas, exercise machines, bike racks or other amenities
- **Placemaking** - multi-faceted approach to planning, design and management of public spaces, which capitalizes on a community’s assets, inspiration, and potential, with the intention of creating public spaces that promote people’s health, happiness, and well-being.
- **Rain garden -** shallow depression that is planted with deep-rooted native plants and grasses. The **garden** should be positioned near a runoff source like a downspout, driveway or sump pump to capture rainwater runoff and stop the water from reaching the sewer system.

Automated database management system

PAN CITY SOLUTION

Pan city solution

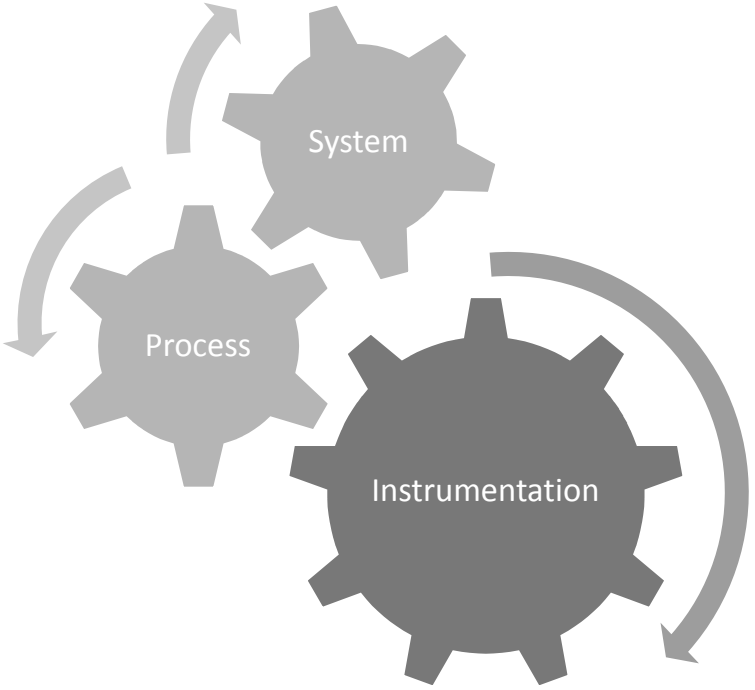
Strategic objectives	Creation of a Decision Support System	Financial and Resource Sustainability	Transparency in Governance
Components and convergence	SCADA System Bulk Flow Meters	Installation of AMR Meters Adoption of Telescopic Tariffs	Periodic disclosure Information dissemination on service levels

Convergence

- Digital India- 'Governance and services on demand
- Digital India- 'Digital empowerment of citizens
- Service Level Benchmarking
- FFC Grants
- AMRUT

Vehicles of Implementation

- Integrated web based MIS
- SMC Website



Creation of Decision Support System

Automation of water supply services

- Coverage
- LPCD
- Metering
- NRW
- Hours of Supply
- Quality
- Complaints Redressal
- Cost Recovery
- Collection Efficiency
- Coverage of water supply in slums

Automation of Sewerage

- Coverage of Toilets
- Sewage Network
- Collection Efficiency (Sewage)
- Treatment capacity
- Quality of Treatment
- Reuse and Recycling
- Complaints redressal
- Cost recovery
- Collection Efficiency (sewage charges)
- Coverage of toilets in slums
- Coverage of sewerage connections in Slums

Automation of Solid Waste Management

- Household level coverage
- Efficiency in collection (MSW)
- Extent of segregation (MSW)
- Extent of Recovery (MSW)
- Scientific disposal (MSW)
- Complaint Redressal
- Extent of cost recovery
- Efficiency in collection (SWM charges)
- Household level coverage of SWM in slums

Streamlined processes

System integration

WATER SUPPLY MODULE ⇄ **SEWERAGE MODULE** ⇄ **MSW MODULE** ⇄ **UTILIZED IN ALL MODULES**

Smart solution Instrumentations

AMRs

SCADA & Bulk flow meters

Online templates

Connection & billing

Bulk flow meters

Online templates

Billing

Online templates

Weighbridge

Online templates

GIS database including utilities

Complaints

Online & call centre

IL&FS | Financial Services

IL&FS Urban Infrastructure Managers Limited
498, Karumuthu Centre,
3rd Floor, South Wing,
Anna Salai,
Chennai - 600 035,
Tamil Nadu.
T +91 44 2431 3535
F +91 44 2431 5353
W www.ilfsindia.com
CIN No: U67190MH2006PLC162433

November 26, 2015

The Commissioner,
Solapur Municipal Corporation,
Indrabhuvan, park Chowk,
Solapur-413001

Subject : Offer for debt financing of projects under Smart City and AMRUT

Dear Sir,

We wish to take this opportunity to introduce the Pooled Municipal Debt Obligation (PMDO) facility, as an option for the financing of the proposed projects under Smart City and AMRUT.

PMDO Facility isa unique facility created to fund Urban Local Bodies and PPP projects in urban infrastructure sector. The Facility offers long tenor INR loans upto 16 years with tailor made repayment terms to match the cash flows from identified revenue streams.

The broad terms and conditions of financing under PMDO facility are mentioned below for your consideration:

Borrower	Solapur Municipal Corporation
Lenders	A consortium of Financial Institutions and Banks under 'Pooled Municipal Debt Obligation' facility.
Project	Proposed projects under Smart City & AMRUT.
Debt Amount	Upto Rs. 500 crores
Tenor	Maximum of 15 years (including upto3 years of principal moratorium period)
Repayment	Loan can be repaid in structured quarterly instalments after the moratorium period
All in Cost	11% p.a. on a floating basis.(Subject to credit rating of ULB) The Lenders will have the right to reset the interest rate at periods specified at time of sanction of Facility.
Upfront fee	0.25 % p.a. of the loan facility

Security	(1) Escrow of revenues (ULB taxes, property taxes etc.) of selected zones of the Corporation to match the debt servicing needs as per the sanction terms.
	(2) First charge on the transfer of revenue grants from Government of Maharashtra to ULB to the extent of short fall in the maintenance of stipulated Debt Service Reserve (DSR) and
	(3) Other conditions as stipulated at the time of sanction
Trust and Retention Account	Solapur Municipal Corporation will be required to open a Trust & Retention Account (TRA) with scheduled bank acceptable to the Lenders.
	The ULB will deposit all revenues of selected zones of ULB such as property taxes, other taxes and any other income, water taxes and sewage taxes into the TRA

These are indicative in nature and the detailed terms and conditions will be based on appraisal of the proposal submitted by the corporation and subject to approval by the PMDO Lenders.

We request you to consider the PMDO facility for financing requirement of your upcoming projects within the jurisdiction of Solapur Municipal Corporation and give us an opportunity to do business with your esteemed organization.

With best regards,

V. Ravi

Ravi Unni
Assistant Vice President

Minutes of meeting held at Collector Office, Solapur on 24th November 2015 under the Chairmanship of Hon. Shri Devendraji Fadnavis, Chief Minister, State of Maharashtra regarding supply of water to Solapur Municipal Corporation through N.T.P.C. pipeline.

Meeting was held at Collector Office, Solapur on 24th November 2015 at 2.00 pm under the Chairmanship of Hon.Shri Devendraji Fadnavis, Chief Minister, Maharashtra regarding supply of water to Solapur Municipal Corporation through N.T.P.C. pipeline. Agenda of the meeting was to discuss the issue to use about 75 MLD recycled waste water generated at Degaon for cooling purpose by NTPC and in turn fresh water line (75 MLD) being constructed by the NTPC will be diverted and supplied to Solapur at the Soregaon Water Treatment Plant where raw water will be treated first and then supplied to the citizen of the City.

In the said meeting, the following officials were present :-

1) Hon. Chief Minister, Maharashtra State : Shri Devendraji Fadnavis
2) Hon. Principal Secretary to CM : Shri Praveensinh Pardeshi
3) District Collector, Solapur : Shri Tukaram Mundhe
4) Director, NTPC, New Delhi (through video conference)
5) Municipal Commissioner, Solapur : Shri V.N.Kalam
6) Representative, NTPC. Solapur : Shri Roy
7) Additional Regional Manager, Central Railway, Solapur
8) Supdt. Engineer, Water Resource Deptt. Solapur
9) Supdt. Engineer, Maharashtra Jeevan Pradhikaran, Solapur
10) Supdt. Engineer, Public Works Department, Solapur
11) Dist. Admin.Officer,Urban Development, Solapur : Mr.Dhengle-Patil

The following points were discussed and directions were issued thereon accordingly.

Sr. No.	Point / Particulars	Directions issued by Hon. Chief Minister	Concerned Department
01	At present, out of ongoing work of laying of 115 km length of water supply pipeline from Ujani Dam, land of about 114.45 km length is under possession of NTPC. Remaining 0.55 km land is to be taken in possession.	Remaining 0.55 km land is not in possession of NTPC. Necessary action be taken for taking possession of the said remaining land.	With the help of Collector, Solapur, NTPC should complete the task within ten days.

02	Out of total work of 115 kms length pipeline, 80 kms. Pipeline has been completed and about 17 kms length has been in progress and laying of 35 kms. pipeline is pending.	Work of laying of about 35 kms length pipeline is yet to be completed. Pipeline laying work be completed upto 31st December 2015 and the same be commissioned.	NTPC
03	Construction work of Sewage Treatment Plant (STP) having capacity of 75 MLD at Degaon, 15 MLD at Pratapnagar and 12.5 MLD at Kumthe is going on. Municipal Commissioner, Solapur Municipal Corporation appraised that the necessary arrangements have been made to get the project completed upto March 2016.	Project work of all STPs be completed upto 31st March 2016. Govt. of Maharashtra has released necessary funds for the same. SMC should follow up the loan proposal so as to make its own contribution as per the scheme. Necessary help will be provided by the State Govt.	Commissioner, SMC, Solapur
04	Additional 75 MLD water can be made available to Solapur Municipal Corporation through the new water supply pipeline having capacity of 75 MLD being laid by NTPC. More than 75 MLD used water by SMC can be made available to NTPC. Issue discussed about making available of supply of 75 MLD water by SMC to NTPC as per required quality and standard rates on daily basis.	Necessary arrangements for tertiary treatment to be made in the land of NTPC. Memorandum of Understanding (MoU) in between NTPC and SMC is necessary for this purpose.	Urban Development Department Commissioner, SMC, Solapur
05	To make availability of sewage treated water from all the above three STPs for tertiary treatment, costing for	SMC should make necessary arrangements for appointment of	Urban Development Department

	laying of required pipeline is necessary which is to be finalized. It is necessary to fix the cost for tertiary treatment.	Project Consultant and for calling for tenders for the said Project on PPP model.	Commissioner, SMC, Solapur
06	Schedule for various activities with targeted period is to be finalized. Terms and conditions with policy has to be finalized for PPP model including Tri-party agreement between NTPC, SMC and the Third Party.	Low cost Technology for treatment to be used. In this regard, by appointing Private Consultant, policy to be finalized at the earliest.	UDD Commissioner, SMC, Solapur.

Hon.Chief Minister directed the concerned to take necessary action accordingly. District Collector, Solapur shall coordinate the tasks time to time.

Municipal Commissioner,
Solapur Municipal Corporation.

To,

Kind Attn Shri Redekar Saheb.

एनटीपीसी NTPC

एन टी पी सी लिमिटेड
(भारत सरकार का उद्यम)
NTPC Limited
(A Govt. of India Enterprise)
सोलापुर सुपर थर्मल पावर प्रोजेक्ट
SOLAPUR SUPER THERMAL POWER PROJECT

Ref: AGM (MED-2) /Sol/PAV/Drinking water Pipeline / 256 Date:11.09.2013

To
Public Health Engineer
Solapur Municipal Corporation,
Solapur – 413001.

Dear Sir,

Sub: Augmentation of drinking water scheme for project affected villages and Solapur city- Reg.

With reference to your letter No. UIDSSM Dtd. 20.08.2013, this is to inform that the following has been resolved by the Board of Directors of NTPC in their 38th meeting on 27/07/2012.

"Augmentation of water supply scheme for Solapur city and neighbouring project affected villages at a cost of Rs. 250 Crore as per memorandum submitted before the Board is hear by approved"

According to the above approval of NTPC Board, detailed scheme is to be prepared for implementation.

This is for you information please.

Thanking you.

Yours Sincerely

(Md. Osman Ghani Khan)
Addl. General Manager (MED-2)

आ.क्र. साआअ/U.I.D.S.S.M.T./ ४८७
पाणी पुरवठा विभाग
दिनांक 92/9/193

म. घोसमणी.
12-9-2013.

ऑफीस : फतातेवाडी, पो. होटगी स्टेशन, ता. द. सोलापूर, जि. सोलापूर - 413 215. महाराष्ट्र. Tel. 0217-2252501, 2252514, Fax : 2252502, 2252515
Office : Village Fatatewadi, Post - Hotgi Station, Tal. South Solapur, Dist. Solapur - 413 215. Maharashtra. Tel. 0217-2252501, 514, Fax : 2252502, 515
क्षेत्रिय कार्यालय : समृध्दि वेंचर पार्क द्वितीय तल, एम.आय.डी.सी. मरोल, अंधेरी पूर्व, मुंबई - 400 093 टेलिफोन 022 - 2825 4270 फॅक्स 91 - 022 - 2825 9331
Regional Office : Samruddhi Venture Park, 2nd Floor, MIDC, Morol, Andheri (E) Mumbai - 400 093. Tel : 022 - 2825 4270. 2831 0213 Fax 91-022-2825 9331
पंजीकृत कार्यालय : एनटीपीसी भवन, स्कोप कॉम्प्लेक्स, 7 इन्स्टीट्युशनल एरीया. लोधी रोड, नई दिल्ली – 110 003 टेलि/Tel.: 4330100 तार/Cable : थर्मपावर/THERMPOWER
Registered Office: NTPC Bhawan, SCOPE Complex, 7, Institutional Area, Lodhi Road, New Delhi - 110 003. टेलेक्स /Telex 031-74026 NTPC IN फॅक्स / Fax : 011-24361018

एनटीपीसी NTPC

(भारत सरकार का उद्यम)

NTPC Limited

(A Govt. of India Enterprise)

सोलापूर / Solapur

Date 18 FEB 2015

PHE

Ref: GGM (Sol)/PAV-Drink Water/ 316

Date: 18.02.2015

To
The Commissioner
Solapur Municipal Corporation.
Solapur-413001

Dear Sir,

Sub: Drinking water scheme for Project Affected Villages and Solapur city. (reg)

Ref: Your Letter No: Ja/Kra.Saaa/U.I.D.S.S.M.T./478/Paani Purvatha Vibhag. Dtd. 13/01/2015.

This is with reference to your letter as mentioned above. As it was agreed in the meeting on 26.12.2014 and the minutes signed subsequently, that the entire project of supply of drinking water to PAVs and Solapur city shall be managed by SMC, including preparing of estimate, finalizing scope of work, Tech. Spec. tendering, award and execution.

SMC has re-estimated the cost of the project, which worked out to be ₹ 289.00 cr. However, NTPC is committed to bear ₹ 250 cr. only, as approved by NTPC Board.

In view of this it is our request to have a meeting in the earliest possible to decide in detail, including agreement , fund flow, other procedure, working details and reconciliation of payment to etc.

Thanking you.

आ.क्र. साआअ/U.I.D.S.S.M.T./602
पाणी पुरवठा विभाग
दिनांक 23/2/15

Yours sincerely

(N.N.Rai)
Group General Manager
NTPC Solapur

कार्यालय : सोलापुर सुपर थर्मल पॉवर प्रोजेक्ट, फताटेवाडी, पो. होटगी स्टेशन, ता.द. सोलापूर-पिन 413215. महाराष्ट्र फोन : 0217-2252501फॅक्स 0217-2252502, ईमेल : ntpcsolapur@ntpc.co.in
Office : Solapur Super Thermal Power Project, Village Fatatewadi, Post - Hotgi Station, Tq. South Solapur. Pin - 413 215. Maharashtra. Tel. 0217-2252501 Fax: 2252502 Email : ntpcsolapur@ntpc.co.in
पंजीकृत कार्यालय : एनटीपीसी भवन, स्कोप कॉम्प्लेक्स, ७ इन्स्टीटुशनल एरीया, लोधी रोड, नई दिल्ली-११० ००३
कार्पोरेट पहचान नम्बर : L40101DL1975GO1007966, टेलीफोन नं. : 011-24387333, फैक्स नं. : 011-24381018, ईमेल : ntpccc@ntpc.co.in, वेबसाइट : www.ntpc.co.in
Registered Office : NTPC Bhawan, SCOPE Complex, 7 Institutional Area, Lodhi Road, New Delhi - 110 003
Corporate Identification Number : L40101DL1975GO1007966, Telephone No. 011-24387333, Fax No. : 011-24381018, Email : ntpccc@ntpc.co.in, Website : www.ntpc.co.in

Office of the Commissioner

Solapur Municipal Corporation,
'Indrabhavan', Railway Lines, Solapur - 413 001
Tel. : (0217) (O.) : 2740300, (R) : 2740301
(Fax) : 2740306 Email : smccommissioner@yahoo.com

Date : 07/12/15.

Received 8/12/14

To,
The Sr.Divisional Engineer (Const)
Solapur Railway Division,
Solapur

Sub :- Signing of MOU between SMC & Railway Authority

Respected Sir,

This is with reference to the fact our Solapur Municipal Corporation has been selected in 98 Cities list of Smart Cities & now that the smart city proposal has to be made according to the guideline received by Central Govt. of India. The development has to be done on area based & the area selected by polling of citizens has been finalized. The area coming under this selected portion of Solapur is Navipeth, Railway lines, Railway station, SathRastha to Rang Bhavan & Navipeth to Park Chowk to Siddheshwar Temple etc.

We heard that, Solapur Railway Station will becoming Smart Station as per Central Railway Policy. So that as some of the portion of the selected area comes under your jurisdiction (like Railway Station). The works in that area shall be executed by your department. For Smart City development we help & co-ordinate each other for doing development. Further with this letter the MOU is attached. We request you to have the document studied & have it duly signed so that we can be able to submit it to the Government for further work.

Commissioner
Solapur Municipal Corporation

लाईट विभाग कार्यालय
स.मा. (वि.)
जावक नं. ८८२
दि. २७/११/२०१५

सोलापूर महानगरपालिका सोलापूर. दिनांक. / /2015

प्रति,
मा.अधिक्षक अभियंता
म.रा.वि.वि.कंपनी
जुनी गिरणी आवार, सोलापूर.

विषय :- स्मार्ट सिटी अंतर्गत MOU करणे बाबत.....
संदर्भ :- 1) दि.17/1/2015 रोजी आपल्या कक्षामध्ये झालेल्या बैठकी बाबत.

स्मार्ट सिटी अंतर्गत सोलापूर शहरातील जनतेने काही भाग निवडलेले आहे.त्या ठिकाणचे अंडरग्रांऊड केबल च्या कामाचे पुर्णगणन पत्रक आपण तयार करीत आहात.

व दि.17/11/2015 रोजी आपल्या कक्षामध्ये क्रिसिल कंपनीचे प्रतिनिधी श्री.सोनी व म.न.पा. विदयुत अधिकारी यांची चर्चा झालेली आहे. त्या अनुषंगाने MOU चे पत्र सोबत जोडत आहे.कृपया त्याच्यावर स्वाक्षरी होऊन मिळणेस विनंती आहे.

27.11.2015

नगर अभियंता
सोलापूर महानगरपालिका सोलापूर

OIC

Essel Infraprojects Limited
Corporate Office: 20th Floor, A Wing, Marathon Futurex, N. M. Joshi Marg, Lower Parel, Mumbai - 400 013.
Tel: +91 22 7108 4444 • Fax: +91 22 7108 4500

Date: 12/12/2015

To,

Municipal Commissioner,
Solapur Municipal Corporation,
Indra Bhuvan, Railway lines,
Solapur – 413001

Sub: Expression of Interest to work as a Master System Integrator to Support Solapur Municipal Corporation under Smart Cities Mission

Respected Mr. Kalam Patil,

We, Essel Infraprojects Limited, a part of the reputed Essel Group, are a leading company in Infrastructure Development Company capable of providing city level services in India. We have our core expertise in area of Water management, solid waste management, energy management, intelligent traffic management, renewable energy, city gas distribution, Cable and Boradband etc.

We also understand that Solapur is selected as one of the city under the Smart Cities Mission to become a Smart City and is in the last stages of preparing its proposal for the Smart Cities Challenge. We express our interest in supporting Solapur as a Smart City and working with the city through executing, operating and maintaining the services that are being provided under the area based development in the Smart City Proposal. Also we express our interest in becoming equity partner in the Special Purpose Vehicle to be created for the implementation of the Smart City projects. An indicative term of reference for the services we can provide as a system integrator is appended to this letter for your reference.

We wish our best to the city for the Smart Cities Challenge.

Best Regards,

For **Essel Infraprojects Limited**

Rajeev Dholakia
AVP-Smart Cities

TABLE 8		
Activity/ Component	**Company/corporation / organization**	**Role/responsibility (basic TOR)**
Power Network	Essel Group/ Essel Infra	Essel Infra as the Concessionaire has the capability to perform the following functions: • Implementation and O&M of Power Distribution Infrastructure • Implementation and maintenance of SMART Grid • Implementation including smart metering • City Street Lighting • Automated citizen services for bill payments, grievance redressal
Energy Efficiency	Essel Group/ Essel Infra	Essel Infra as the Concessionaire has the capability to perform the following functions: • Evolve Energy Efficiency Standards for City/ Energy Efficiency Norms for Buildings • Implement pan- city solar street lighting system • Implement and integrate supply from Renewable Energy projects to the main grid
Water Distribution	Essel Group/ Essel Infra	Essel Infra as the Concessionaire has the capability to perform the following functions: • Implementation of Water Distribution Infrastructure in newer areas of the city • O&M of city wide water distribution network • Implementation of smart metering • Automated citizen services for bill payments, grievance redressal
Drainage & Storm Water Management	Essel Group/ Essel Infra	Essel Infra as the Concessionaire has the capability to perform the following functions: Implementation of Waste Water Infrastructure in newer areas of the city • O&M of city- wide waste water infrastructure • Construction and maintenance of rain water harvesting pits, maintenance of natural water bodies and drainage catchments in the city • Implementation and maintenance of Waste Water Recycling Plant/ Sewage Treatment Plant
Municipal Solid Waste Management	Essel Group/ Essel Infra	Essel Infra as the Concessionaire has the capability to perform the following functions: • City wide door to door collection of waste

		• City wide solid waste management program: Landfill management/ Incineration/ Composting, etc • City- wide waste Recycling program • Industrial waste management
Communications Network	Essel Group/ Essel Infra	Essel Infra as the Concessionaire has the capability to perform the following functions: • Optic Fiber Network • Sensor Network • Wi-Fi / Broadband Network • Cable Television Network
City Gas Distribution	Essel Group/ Essel Infra	Essel Infra as the Concessionaire/ Vendor has the capability to perform the following functions: • Implement, Operate and maintain City Gas Distribution Infrastructure (pipe lines etc) • As a Vendor provide gas cylinder distribution services in association with government run service providers
Common Utilities Infrastructure	Essel Group/ Essel Infra	Essel Infra as the Concessionaire and Integrated Utilities Service Provider has the capability to perform the following functions: • Implement, Operate and Maintain city-wide/ area- wide Common Utilities Tunnel for providing integrated utility services
Roads	Essel Group/ Essel Infra	Essel Infra as the Concessionaire has the capability to perform the following functions: • Develop new roads/ expressways etc • Maintain pan city urban roads • Undertake road aesthetic and road safety improvements
Traffic Management System	Essel Group/ Essel Infra	Essel Infra as the Concessionaire/ Integrated Mobility Manager has the capability to perform the following functions: • Intelligent Traffic Management / Mobility Command and Control Centre o Data integration, journey planners, route guidance (Transport Data Analytics) o Operation and management of traffic signals, o Coordination of emergency services and other decision support systems (DSS) in emergencies). o Monitor and enforce city traffic regulations through Surveillance and Compliance monitoring with the help of a CCTV network, speed cameras, parking enforcement systems o Provide real time traffic update through Citizen apps

		• Integrated Ticketing and Fare Collection System (Integrated Smart Card System) • Road Safety Audit • Traffic Signaling Management • Vehicle registration/ implementation of RFID for registration of vehicles
Urban Road Transport	Essel Group/ Essel Infra	Essel Infra as the Concessionaire/ Integrated Mobility Manager has the capability to perform the following functions: • Operation of Buses/BRTS • Parking management • Regulated IPTs like auto/taxis etc • Pedestrian and Cycling infrastructure • Taxi bays • Intelligent parking systems • Construction and O&M of Bus bays/ Bus stations
Urban Rail Transport	Essel Group/ Essel Infra	Essel Infra as the Concessionaire/ Integrated Mobility Manager has the capability to perform the following functions: • New build- Metro, LRT, monorail etc and their operations • Integrated Multi- modal transport solutions: Bus and Rail terminals enabling multimodal interchange
Pan city ICT STRATEGY	Essel Group/ Essel Infra	Essel Infra as the Concessionaire has the capability to perform the following functions: • ICT Strategy and Roadmap • System Architecture for End-to-End Integration • Operations, Maintenance and Management Strategy for ICT Infrastructure & Services
Network Operations Centre	Essel Group/ Essel Infra	Essel Infra as the Concessionaire has the capability to implement and operate a Centralized City Monitoring Data Centre with ICT Integration of: • Urban Infrastructure & Integrated Utilities • Urban Transport • Land Management • Energy & Water • Environment • Safety & Surveillance • E-Governance • BI Interface • Mobile Applications
City Safety and Surveillance	Essel Group/ Essel Infra	Essel Infra as the Concessionaire/ Vendor has the capability to perform the following functions: • Integrated Central Security Monitoring Centre • Security and Surveillance - CCTV Cameras • Security and Surveillance - Video Analytics

		• Security and Surveillance - Video from Social Networks • Security and Surveillance - Mobile Application for Citizens
Housing	Essel Group/ Essel Infra	Essel Infra as the Concessionaire/ JV Partner has the capability to perform the following functions: • Implement Slum Redevelopment Plans • Undertake Large Scale Affordable Housing Projects
Social Infrastructure	Essel Group/ Essel Infra	Essel Infra as the Concessionaire has the capability to perform the following functions: • Implement, operate and maintain existing and new Recreational/ Entertainment Infrastructure in the city: o Integrated Entertainment Parks o Multiplexes o Small Entertainment Zones (Ward Wise) o Town Hall & convention Centre o Marriage Grounds & Banquet Halls • Implement, operate and maintain existing and new Parks and open spaces in the city: o Maintain ward- wise open spaces o Implement new parks and open spaces in the city o Maintain city natural water bodies o Operate, upgrade and maintain tourist locations in the city o Conservation and Revitalization of Heritage places in city • Implement, operate and maintain existing and new Sports Infrastructure in the city: o Integrated sports facilities and stadiums o Operate and maintain existing sports infrastructure in the city • Implement, operate and maintain existing and new Education Infrastructure in the city: o Public Schools o Vocational Training Facilities o Skill Development Centres o Private Schools o University Campuses o Public Libraries, etc • Implement, operate and maintain existing and new Health Infrastructure in the city: o Public Hospitals

		○ Public Health Clinics ○ Ambulance Network ○ Medical College Campuses ○ Specialty Centres, etc ○ E- health systems: Centralized Citizen Health Database, Telemedicine Facilities, Health Hazard Monitoring
Urban Governance	Essel Group/ Essel Infra	Essel Infra as the Concessionaire has the capability to perform the following functions: • Citizen engagement through e- services and regular public hearings • Public finance- revenues and expenditure management, account monitoring • Social auditing

Office of the Commissioner

Solapur Municipal Corporation,
'Indrabhavan', Railway Lines, Solapur - 413 001
Tel. : (0217) (O.) : 2740300, (R) : 2740301
(Fax) : 2740306 Email : smccommissioner@yahoo.com

Date : 14 DEC 2015

SOLAPUR MUNICIPAL COMMISSIONER OFFICE

To,

Shri Munish Kumar Garg

Director (SC-I)
Ministry of Urban Development
Government of India
Email ID – mk.garg64@nic.in
Contact No. - 011-23062399

Subject: Approval of Smart City Proposal, its Financing Plan and Formation of Special Purpose Vehicle

Respected Sir,

Solapur Municipal Corporation is one of the shortlisted cities participating in the Smart Cities Challenge. As stipulated in the Smart City Proposal Format, cities are expected to provide Resolution of council / corporation for approval of smart city plan, financing plan and setting up a special purpose vehicle (SPV) and its preliminary human resource plan and institutional arrangements for operationalization of the SPV.

Due to model code of conduct in force for election of the Member of Legislative Council (MLC), Solapur Municipal Corporationcould not place the above mentioned matters for approval of the corporation council. However, the General Board vide their resolution number 131 dated 14th July 2015 has accorded its acceptance of participating in the Smart Cities Scheme and all the terms and conditions stipulated by the central government are acceptable to the corporation. The General board is willing to comply various requirements under the scheme and the Honorable Commissioner is authorized to enter in to correspondence and take appropriate decisions from time to time.

Under the authority provided to me vide the above mentioned General Body Resolution, I am approving the following on behalf of Solapur Municipal Corporation ;

1. Smart City Plan for Solapur City;
2. Financing Plan

Office of the Commissioner

Solapur Municipal Corporation,
'Indrabhavan', Railway Lines, Solapur - 413 001
Tel. : (0217) (O.) : 2740300, (R) : 2740301
(Fax) : 2740306 Email : smccommissioner@yahoo.com

Date : 14 DEC 2015

SOLAPUR MUNICIPAL COMMISSIONER OFFICE

To,

Shri Munish Kumar Garg

Director (SC-I)
Ministry of Urban Development
Government of India
Email ID – mk.garg64@nic.in
Contact No. - 011-23062399

Subject: Submission of Smart City Proposal for Solapur

Respected Sir,

Solapur Municipal Corporation is one of the shortlisted cities participating in the Smart Cities Challenge. Herewith this letter we are submitting our Smart City Proposal duly approved.

Please find enclosed five hard copies and one Compact Disk containing the soft copy of the files.

Yours Sincerely,

14-12-15

Municipal Commissioner,

Solapur Municipal Corporation

Copy to

1. Chief Secretary, Government of Maharashtra
2. Secretary- Urban Development Department –II , Government of Maharashtra,
3. Shri Sajeesh Kumar N. Deputy Secretary (SC-III), Ministry of Urban Development, Government of India, Email ID - sajeesh.kr@gov.in, Contact No.-011-23062194
4. Shri G. Vijay Kumar, Under Secretary (SC-III), Ministry of Urban Development, Government of India, Email ID - g.vijaykumar@nic.in, Contact No.-011-23061072

3. Setting up of Special Purpose Vehicle, its preliminary Human Resource Plan and Institutional Arrangements for Operationalizing the SPV. (A detailed note on the same is annexed herewith)

Yours Sincerely,

Municipal Commissioner,

Solapur Municipal Corporation

Copy to

1. Chief Secretary, Government of Maharashtra
2. Secretary- Urban Development Department –II , Government of Maharashtra,
3. Shri Sajeesh Kumar N.Deputy Secretary (SC-III), Ministry of Urban Development, Government of India, Email ID - sajeesh.kr@gov.in, Contact No.-011-23062194
4. Shri G. Vijay Kumar, Under Secretary (SC-III), Ministry of Urban Development, Government of India, Email ID - g.vijaykumar@nic.in, Contact No.-011-23061072

तातडीचा विषय क्रमांक -१/१७८

मा.स्थायी समिती ठराव क्रमांक १७८,दि.१७/७/२०१५

दि.२५ जून २०१५ रोजी दिल्ली येथे मा.प्रधानमंत्री यांच्या हस्ते स्मार्ट सिटी,अटल मिशन योजना व प्रधानमंत्री आवास योजना या तीन प्रकल्पांचे शुभारंभ करण्यांत आलेला असून,त्या अनुषंगाने सोलापूर शहराचा केंद्र शासनाच्या स्मार्ट सिटीच्या प्रकल्पामध्ये भाग घेण्याकरीता मा.स्थायी समितीची मान्यता व अनुषंगिक ठराव अत्यावश्यक असल्याने त्याबध्दल मा.स्थायी समितीने तातडीचा विषय घेऊन ठराव करण्याबाबत मा.आयुक्त यांनी पत्रान्वये कळविले आहे.

सबब,सदर केंद्र शासनाच्या स्मार्ट सिटी योजनेअंतर्गत सोलापूर महानगरपालिका मा.स्थायी समिती सदर योजनेत सहभागी होण्यासाठी तयार असून,विहित बाबीची पूर्तता करणेस तयार आहे.यास ही सभा मान्यता देत आहे.

सही/xxx

नगरसचिव,

सोलापूर महानगरपालिका.

सही/xxx

नगरसचिव

सोलापूर महानगरपालिका

सर्वसाधारण सभापुढे विषय क्र.३५८ ... ठ. क्र.२४४
दि. ३१/१०/२०१५ रोजी ठेवता खालील प्रो. ठराव
बहुमताने/सर्वानुमते पास झाला.

सोलापूर महानगरपालिकेकडून स्मार्ट सिटी चॅलेंज प्रस्ताव तयार करणेकरिता क्रिसील रिस्क ॲन्ड इन्फ्रास्ट्रक्चर सोल्युशन लिमिटेड यांना सल्लागार म्हणून नेमणेस व त्यांचेकडेन प्रस्ताव तयार करुन घेणेस, मा.स्थायी समिती ठ.क्र. ३५७ दि. २३-९-२०१५ ने मान्यता दिलेली आहे. याप्रमाणे मा.केंद्र शासनाच्या निकषानुसार सोलापूर शहराकरिता स्मार्ट सोल्युशन उपाय १) कोअर इन्फ्रास्ट्रक्चर २) क्लिन ॲन्ड सस्टेनेबल एन्वायरमेंट ३) स्मार्ट सोल्युशन ४) राहणीमान स्तर उंचाविणे , वर नमूदसाठी स्मार्ट सोल्युशनचा वापर करुन स्मार्ट सिटी चॅलेंज प्रस्तावाचा आराखडा दिनांक ३-१२-२०१५ अखेरपर्यंत केंद्र शासनास सादर करणेच्या सूचना आहेत. याप्रमाणे मा.आयुक्तांचे दि. २७-१०-२०१५ चे प्रस्तावात नमूद प्रमाणे टिपणीस, क्षेत्र निवडीचा पर्याय जनसंवादातून स्मार्ट सिटी प्रपोजल बनविण्यासाठी व लोकसहभागातून जनमताने स्मार्ट सिटी प्रपोजल तयार करणे व प्रस्तावातील नमूद वस्तुस्थितीचा विचार होऊन सदर योजनेअंतर्गत क्षेत्र विकास निवडीकरिता उक्तकामी तातडीने निर्णय घेणे आवश्यक असल्याने मा.आयुक्त यांचे दिनांक २७-१०-२०१५ व २८-१०-२०१५ चे टिपणीप्रमाणे मान्यता देणेकामी ,मुदतीत महासभेची विशेष सभा बोलावून ठराव पारित करणेकामी आलेल्या प्रकरणाचे अवलोकन केले.

स्मार्ट सिटीसाठी क्षेत्रविकास निवडीचा पर्याय जनसंवादातून व शहरातील नागरिकांची मागणी, मते, व प्राधान्यक्रमांचा विचार करुन घेणेस मा.आयुक्त यांना अधिकार देणेस ही सभा मान्यता देत आहे व मा.आयुक्त यांनी याबाबत वेळोवेळी केलेल्या कार्यवाहीचा अहवाल अवगत होणेकामी मा.सर्वसाधारण सभेकडे सादर करणेस मान्यता देणेत येत आहे.

Parttcale P.P.
प्र. नगरसचिव
सोलापूर महानगरपालिका

...लिका अधिनियम 1949
...महापालिके ... ...ाच्या
... पंचमहापालिकेची पुढील

सामान्य प्रशासन विभाग
आवक क्र. 643
दि. २/११/२०१५

दिनांक २५ जून २०१५ रोजी दिल्ली येथे मा.प्रधानमंत्री यांच्या हस्ते स्मार्ट सिटी, अटल मिशन योजना व प्रधान मंत्री आवास योजना या तीन प्रकल्पांचा शुभारंभ करण्यात आलेला आहे. सदर कार्यक्रमांतर्गत वरील तिनही प्रकल्पा बाबत सविस्तर अशी चर्चा करण्यात येऊन त्याअनुषंगाने सोलापूर शहराचा केंद्र शासनाच्या स्मार्ट सिटीच्या प्रकल्पामध्ये भाग घेण्याकरिता महासभेची मान्यता व अनुषंगिक ठराव अत्यावश्यक असल्याने त्याबद्दल विशेष महासभा बोलावून त्यावर सर्व पदाधिकारी व सर्व नगरसेवकांसमवेत चर्चा करुन सोलापूर शहराचा स्मार्ट सिटी प्रकल्पामध्ये समावेश करण्याकरिता महासभेचा ठराव पारित करणेकामी आलेल्या प्रस्तावाचे अवलोकन केले.

सदर केंद्र शासनाच्या स्मार्ट सिटी योजनेअंतर्गत सोलापूर महानगरपालिका सदर योजनेत सहभागी होण्यासाठी तयार असून, त्यासाठी केंद्र सरकारनी घातलेल्या अटी महानगरपालिकेस मान्य आहेत. व या योजनेअंतर्गत विविध बाबींची पुर्तता करणेस महानगरपालिका तयार आहे. यास ही सभा मान्यता देत आहे. या बाबतीत वेळोवेळी पत्रव्यवहार करणे, निर्णय घेणे बाबत कार्यवाही करण्याचे अधिकार मा.आयुक्तांना देण्यात येत आहेत. तसेच वेळोवेळी घेतलेले निर्णय मा.म.न.पा. सभे समोर सादर करण्यात यावेत.

सही/-
नगरसचिव
सोलापूर महानगरपालिका

खरी नक्कल

नगर सचिव
सोलापूर महानगरपालिका

तातडीचा विषय क्रमांक -१/१७८

मा.स्थायी समिती ठराव क्रमांक १७८,दि.१७/७/२०१५

दि.२५ जून २०१५ रोजी दिल्ली येथे मा.प्रधानमंत्री यांच्या हस्ते स्मार्ट सिटी,अटल मिशन योजना व प्रधानमंत्री आवास योजना या तीन प्रकल्पांचे शुभारंभ करण्यांत आलेला असून,त्या अनुषंगाने सोलापूर शहराचा केंद्र शासनाच्या स्मार्ट सिटीच्या प्रकल्पामध्ये भाग घेण्याकरीता मा.स्थायी समितीची मान्यता व अनुषंगिक ठराव अत्यावश्यक असल्याने त्याबध्दल मा.स्थायी समितीने तातडीचा विषय घेऊन ठराव करण्याबाबत मा.आयुक्त यांनी पत्रान्वये कळविले आहे.

सबब,सदर केंद्र शासनाच्या स्मार्ट सिटी योजनेअंतर्गत सोलापूर महानगरपालिका मा.स्थायी समिती सदर योजनेत सहभागी होण्यासाठी तयार असून.विहित बाबीची पूर्तता करणेस तयार आहे.यास ही सभा मान्यता देत आहे.

सही/xxx

नगरसचिव,

सोलापूर महानगरपालिका.

Lakhinarayan

नगरसचिव

सोलापूर महानगरपालिका

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
(Project Zone-7)

Transport Bhawan,
1, Parliament Street,
New Delhi–110 001

No. 12025/1/2015-MAH(P-7) Dated 15th July, 2015.

OFFICE MEMORANDUM

Subject : Minutes of the meeting held under the Chairmanship of Hon'ble Minister (RTH&S) regarding Development of Road Stretches in Maharashtra by NHAI.

Please find enclosed herewith the minutes of the meeting held under the Chairmanship of Hon'ble Minister (RTH&S) on 26th June, 2015 at Transport Bhawan on the above mentioned subject for information and necessary action.

(S. Sadananda Babu)
Superintending Engineer (P-6)
For Director General (RD) & SS

Encl. As stated.

Action required in respect of Item No. 2(i) & 2(iv). Please discuss

22-07

M(T)E/M(T)G

23.07

27.7.15

Discussed with CGM Sir

29.07

To

The Chairman,
National Highways Authority of India
G-5 & 6, Sector-10, Dwarka,
New Delhi-110075

Copy to:

1. PS to Minister (RTH&S)
2. PPS to Secretary (RT&H)
3. CGM, NHAI (Shri Atul Kumar)
4. CGM, NAHI (Shri A.K Sigh)
5. Superintending Engineer (P-8), M/o RT&H(Shri Rajneesh Kapoor)
6. GM, NHAI (Shri Ashish Asati)

Minutes of Meeting taken by Hon'ble Minister (Road Transport, Highways & Shipping) on 29th June, 2015

A meeting was held under the Chairmanship of Hon'ble Minister(RTH&S) on 29.06.2015 at Transport Bhavan to review the status of "Development of Road Stretches in Maharashtra by NHAI".

2. List of participants is Annexed. Based on discussions during the meeting, following decisions have been taken:

i) DPR for following works shall be invited immediately:

a) Flyover at Akola city on NH-53 (6)
b) Rehabilitation and improvement from Indora Chowk to Pachpavli & from Agresen Chowk to Ashoka Chowk on NH-44 (NH 7 NJ)
c) Flyover in Lakhani town on NH-53 (6)
d) Flyover in Sakoli town on NH-53 (6)
e) Saundad ROB on NH-6 (Nagpur-Ch/MH Border)
f) Flyover at km 77/750 of Hinganghat-Nandgaon Jn on NH-44 (7)
g) Flyover at Butibori-MIDC T-Junction on NH-44 (7)
h) Flyover from old Pune Naka to Satrasta Chowk on NH-13
i) Flyover from Boramani Naka to Kumta Naka on NH-9

The bids for DPR consultancy shall be invited by concerned ROs of NHAI..

ii) Following civil works shall be taken up as Change of Scope (COS) to the ongoing/being awarded contracts/concessions.

a) 4-laning of Khamgaon town on NH-53 (6)
b) 4-laning of Borgaon on NH-53 (6)
c) 4-laning of Nandura on NH-53 (6)
d) Providing underpass in Nashik city portion in km 208/080 to 208/659 on NH-60 (50)
e) Flyover at Mauda junction at km 519/800 on NH-53 (6)
f) Flyover at junction of Saoner bypass at km 32/600 on NH-47 (69)
g) Flyover at Zingabai Takali junction on NH-47 (69)

iii) Following design works shall be taken up as variations to the ongoing DPR Consultancy packages of nearby stretches.

a) DPR for 4-laning Cement Concrete road from km 4/200 to 8/200 on NH-361

b) Zero mile to Khapri on NH-44 (7)

iv) Following works shall be included in the scope of work in upcoming projects:

a) 4-laning of Chalisgaon town on NH-211 in upcoming project of 4-laning of Aurangabad-Dhule section on NH-211

v) Following works shall be taken up based on estimates prepared by PIU/RO:

a) Strengthening in km 0.00 to km km 2/7 from Yavatmal bypass to Sharda Chowk in Yavatmal city

b) Strengthening in km 242/750 to 248/00 & km 252/00 to 253/00 of Akola city on NH-53 (6)

c) Strengthening of Amravati city link on NH-53 (6)

vi) CGMs of NHAI and CEs of MORT&H should make frequency visits to the project sites under their jurisdiction and also hold critical review meetings in-respective states instead of New Delhi Headquarters.

vii) Following works which were left out from Annual Plan 2015-16 are to be incorporated>

a) Rehabilitation and improvement to 4-lane with improvement of junctions, medians, RCC Drain footpath, PQC in (i) km 704/227-709/00 (Kanhan town of existing 10 m section); (ii) km 712/00-715/00 (Kamptee town of existing 18-22 m section); (iii) Km 715/00 – 721/00 (Kamptee to Bhilgaon naka existing 7-10 m section; (iv) Km 721/000 to 729/00 (Bhilgaon Naka to Zero Mile Stone-average-14m section) of Urban Link of Nagpur-Kamptee-Section of Nagpur-Jabalpur road of NH-44.

b) Rehabilitation and improvement of existing 4-lane section with junction improvement footpath over RCC drain with PQC on urban link of NH-6-

Nagpur-Raipur road in Km 544/200-545/030 (0.830m) Pardi Naka and Km 547/650 in 550/000 (2.35 Km) Railway crossing to Subhas Chowk.

c) Construction of ROB at Khapri at KM 9/500 of Nagpur-Hyderabad road of NH-7

d) Upgradation of Road from Zero Mile to Khapri ROB of NH-7 passing through Nagpur City in the State of Maharashtra.

e) Saunded ROB on NH-6 (Bhandara-CH/MH Border)

viii) Hon'ble Minister (RTH&S) directed to foreclose Package No. 60 and 62 on NH-7 Nagpur-Hyderabad and decide about refund of performance security BG before calling bids for balance work. He has also directed to explore the feasibility of having rigid pavement and in case the already completed flexible road cannot be effectively used then the balance work may be done as flexible pavement.

Meeting ended with a Vote of Thanks to Chair.

NITIN GADKARI
Union Minister for RT&H, Shipping,
Govt. of India
New Delhi

List of Participants in the meeting:-

Officers of Ministry of Road Transport & Highways

1. Shri R.K. Pandey, Cheif Engineer.
2. Shri Verinder Kaul, Chief Engineer
3. Shri Rajneesh Kapoor, Superintending Engineer

Officers of National Highways Authority of India

1. Shri Atul Kumar, CGM
2. Shri A.K. Singh, CGM
3. Shri Ashish Asati, GM

DPR Preparation

Asati Ashish, GM (MHA)
Sent: 04 August 2015 19:24:08
To: RO-Nagpur & Chhattisgarh; RO Mumbai
Cc: Singh Anand Kumar, CGM (CMS); Kumar Atul, CGM (Technical), Min.

Please refer the minutes of meeting held under Chairmanship of Hon'ble Minister (RTH&S) on 29.06.2015 forwarded to you for taking necessary actions expeditiously. In this regard a review of progress made on the issues was done in MoRT&H on 04.08.2015 and it was discussed that all efforts shall be made to follow tentative schedule below for DPR preparation:

1. Invitation of bid : 07.08.2015
2. Technical Bid opening : 15.09.2015
3. Technical bid evaluation : 30.09.2015
4. Financial bid opening : 05.10.2015
5. Award of Consultancy : 20.10.2015

Schedule

Regards,

(Ashish Asati)
General Manager (Tech.)
Maharashtra Division
National Highways Authority of India
G-5&6, Sector-10, Dwarka,
New Delhi 110075
Extn. 1102

As

Government of India
Ministry of Road Transport & Highways

1, Parliament Street,
Transport Bhawan,
New Delhi-110 001

F.No. NH-6/12025/1/2015-Mah(P-6)-Pt. New Delhi, the 10th June, 2015

To

The Chairman,
National Highway Authority of India,
G: 5 & 6, Sector-10,
Dwarka,
New Delhi

Subject: Development of urban stretches in Maharashtra by NHAI.

Sir,

Kindly refer to MoRTH circular No RW/NH-33044/117/2015/SR&T(B) dated 23.4.2015 regarding substantial maintenance of stretches which are proposed to be denotified on completion of Bypass/realigned stretches etc.

2. With the approval of competent authority, it has been decided that NHAI should take up improvement of national highway stretches passing through urban areas for the State of Maharashtra where the bypass has been/is being constructed by NHAI under NHDP. The list of such stretches is enclosed.

Yours faithfully,

(S.K.Arya)
Executive Engineer
For Director General (RD) & SS

Copy to:-

1. The Chief Engineer (NH), PWD Maharashtra, Mumbai.
2. The Regional Officer, O/o SE, M/o RT&H, Mumbai

(S.K.Arya)
Executive Engineer

	Category	NH No	Name of the Work	Length Kms/Nos	Cost Rs in Cr
		69	Construction of Flyover at Wadi / MIDC Junction at Km 8/600 to 9/650 of Nagpur Amravati road NH-6	1.00	75.00
	c	53(6)	Construction of Flyover from Liberty cinema to mental hospital km 0/400 to 2/600 of Nagpur Obedullanganj road NH-69	1.00	90.00
	c	44(7)	Construction of Flyover from Radisson Blue Hotel to Pride Hotel Km.5/150 to 7/150 of Nagpur-Hyderabad Road NH-44	1.00	25.00
		44(6NJ)	Construction of Grade separator , ROB in lieu of level crossing No- 72 (Km 547/380-547/440), grade separator (km , service roads ,Footpath over RCC drain with PQC on Urban link of NH6 Nagpur Raipur Road NH6 (Pardi Naka -Gomati chowk - APMC Market and Santa Tukaram Chowk to Vashnava Devi Chowk in km 545/030 -547/600 D16	ROB-680m, RUB-780, Grade sepator 1 No 1250m, and Grade sepataor 1280.00 m, Widening of Bridge 1 No	350.00
		13-old NH no.	Construction of Flyover from Old Pune Naka to Satrasta Chowk of Solapur-Bijapur road NH-13	1.00	350.00 DPR
		9-old NH no.	Construction of Flyover from Boramani Naka to Kumta Naka of Solapur-Hydrabad road NH-9	1.00	350.00 DPR
			Sub Total:	**13.00**	**1640.00**
			Total:	**33.57**	**1647.00**
E	Missing link/New NHs				
	(i) FS/Detailed Engineering				
			Sub Total:		
	(ii) LA				
					0.00
			Sub Total:	**0.00**	**0.00**
	(iii) Construction				
					0.00
			Sub Total:	**0.00**	**0.00**
			Total:		**0.00**
F	**Widening to two lane with Paved shoulder**				
	(i) FS/Detailed Engineering				
			--NIL---		
			Sub Total:	**0.00**	**0.00**
	(ii) LA				
			Sub Total:		
	(iii) Construction				
			Sub Total:		
			Total:	**0.00**	
G	Widening to two lane with Geometric improvements				
			---Nil--		
			Total:	**0.00**	**0.00**
H	Strengthening				
		361	Strengthening in km 0.00 to km 2/7 from Yavatmal Bypass to Sharda Chowk in Yavatmal City	2.70	3.00
3		53(6)	Strengthning in Km 242/750 to 248/00 & 252/00 to 253/00 of Akola City Length of NH-53(6)	6.25	10.00
4		53(6)	Strengthning in Km .... of Amravati City Link NH-53(6)	10.00	20.00
			Total:	**16.25**	**33.00**
I	Improvement of Riding quality				
			---Nil--		
			Total:		**0.00**
J	Paved shoulder with strengthening				
			---Nil--		

3rd December 2015

To,
Sh. Kalam
Solapur Municipal Corporation
Solapur, Maharashtra
Email: smccommissioner@yahoo.com

Subject: Shortlisting of Solapur city under call for Cities and Climate Change by IDRC

Dear Sir,

This has reference to your letter dated 3rd December 2015. We are glad to inform you that ICLEI South Asia's proposal (in partnership with International Water Management Institute, Athena Infonomics and IIT Madras) on "**CLIMATE WATER FUND BASED ADAPTATIONS TOWARDS INTEGRATED URBAN WATER MANAGEMENT AND INVESTMENTS IN WATERSHED SERVICES**" has been shortlisted by International Development Research Centre (IDRC) out of 169 proposals received; for the next stage of proposal development. Solapur is one of the two project cities under this proposal. Although there is no commitment for funding at this stage, if the proposal is accepted in the final stage, funding would be available for implementation of project activities.

The key components under the IDRC proposal include development of multi stakeholder platform, hydrological and climatological modelling, development of a 'Smart' Decision support system to assist decision makers and constitution of a Climate Water Fund.

We look forward to incorporation of this initiative in the Smart Cities Challenge Proposal for Solapur city

Best wishes for the competition

Regards

Meesha Tandon
Senior Manager
ICLEI South Asia

ICLEI's mission is to build and serve a worldwide movement of local governments to achieve tangible improvements in global sustainability with special focus on environmental conditions through cumulative local actions

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