

# VOICE OF PMRDA

Pulse of the Evolving Pune Metropolis



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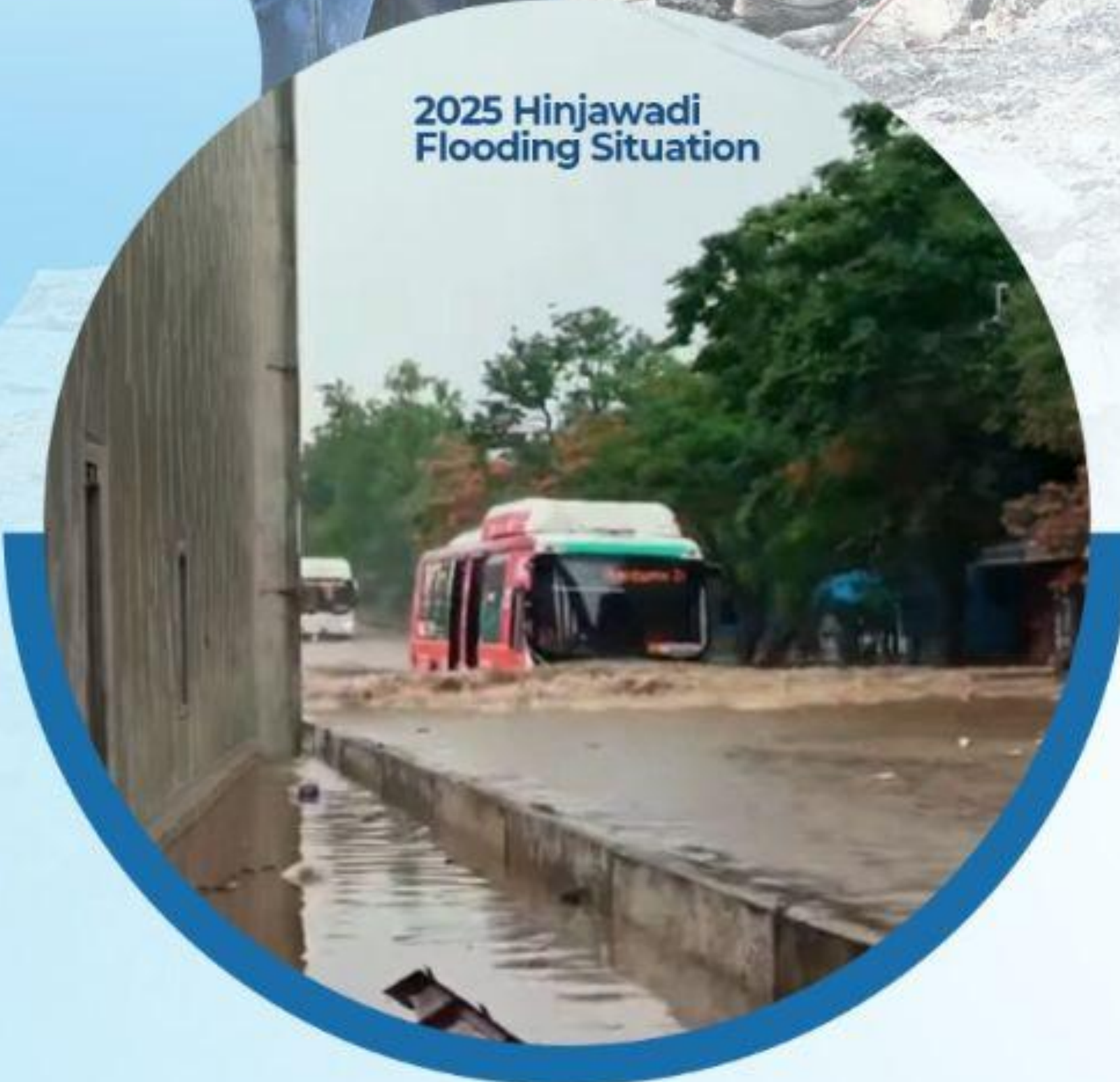
## The Monsoon Manifesto

# STAYING AHEAD OF THE STORM!

Transitioning from Reactive Crisis to Anticipatory Urban Governance!

By engineering structural resilience and institutional synergy, PMRDA is shifting the paradigm to insulate the Hinjawadi economic corridor from seasonal paralysis. (...Main Story continued on Page 2)

2025 Hinjawadi Flooding Situation



## Pedaling Towards Progress!

PMRDA's Infra Push: ₹262.45 Crore, 159.5 Kms, 18 Roads

PMRDA is investing ₹262.45 crore in critical road infrastructure to support a world-class cycling event and create a lasting regional development legacy.

Spanning six stages across industrial hubs, heritage sites and ecological corridors, the project aims to improve connectivity, boost tourism, strengthen rural road networks and promote sustainable urban growth across the Pune Metropolitan Region. (...continued on P4)



## Main Story

# The Monsoon Manifesto: Transitioning from Reactive Crisis to Anticipatory Urban Governance!



### PREPAREDNESS & RESILIENCE

**Dr. Abhijeet Chaudhari (IAS)**

Metropolitan Commissioner,  
PMRDA And Editor-in-Chief

The arrival of the southwest monsoon, while historically celebrated as the lifeline of our agrarian economy, has increasingly come to serve as an annual audit of India's urban infrastructure. For years, the Hinjawadi IT corridor and its peripheral rural-urban continuum have borne the disproportionate brunt of this seasonal onslaught. The resultant narrative has been one of predictable despair—severe inundation, fractured logistics, and debilitating traffic gridlocks. Breaking away from the historical norm of ex-post-facto crisis management, the Pune Metropolitan Region Development Authority (PMRDA) has pivoted toward a doctrine of anticipatory governance this year, aiming to fortify regional infrastructure long before the first precipitative event.

Given the immense strategic and macroeconomic weight of the Hinjawadi technology hub and its contiguous settlements—including Maan, Marunji, and Pirangut—administrative priorities have been fundamentally re-engineered. The focus has shifted from superficial preparedness to deep systemic readiness. Rigorous, data-driven ground audits are currently underway to map topographical vulnerabilities, expedite stalled arterial projects, and dissolve the bureaucratic and logistical bottlenecks that routinely paralyze civic life. The executive mandate remains uncompromised: economic arteries must maintain throughput, stormwater networks must operate at optimum capacity, and the citizenry must be insulated from the avoidable friction of seasonal civic failure.

To mitigate the existential threat of urban flooding, a comprehensive, large-scale desilting and ecological restoration of natural watercourses and drainage networks is being executed in phases. Crucially, the administration has adopted a zero-tolerance posture against unauthorized encroachments that choke natural run-offs, thereby restoring the hydrological equilibrium of the area. This structural intervention is vital to safeguard residential enclaves, critical village networks, and commercial high-rises alike. Hyper-sensitive nodes, such as Nande Chowk, are being subjected to targeted engineering interventions; the installation of high-capacity stormwater pipelines here is being accelerated on a war footing to pre-empt localized waterlogging and guarantee uninterrupted mobility.

Simultaneously, the pacing of critical road infrastructure projects has been aggressively scaled up to ease the structural pressure on one of western India's fastest-growing urban sprawls. Strict, non-negotiable timelines and rigorous multi-agency reviews are driving key connectivity initiatives. These include the vital connector bridging the Mercedes Showroom to Hinjawadi Phase-1, geometric junction improvements at Lakshmi Chowk, and the comprehensive upgrade of the Nere-Dattawadi corridor. Furthermore, maintaining sustained momentum on the "Pride Road" project underscores our institutional commitment to time-bound, coordinated execution.

Ultimately, this comprehensive mobilization reflects a paradigm shift from palliative, stop-gap measures to robust, forward-looking administrative stewardship. Continuous field-level oversight and real-time executive decision-making are being deployed to minimize transit disruptions for the hundreds of thousands of tech professionals and commuters who form the backbone of this regional economy. True monsoon preparedness cannot be reduced to an annual exercise in seasonal patchwork; it must be an investment in enduring urban resilience. Through these sustained infrastructural interventions, PMRDA endeavors to engineer a future-ready, risk-mitigated mobility network—ensuring that Hinjawadi remains globally competitive, economically dynamic, and structurally unyielding, even in the face of torrential adversity.

# Pruning the Bureaucracy: On 'PMRDA's Citizen-Centric Turn!'



## GOVERNING THE METROPOLIS

**Rupali Awale-Dambe**  
Joint Commissioner (Admin.),  
PMRDA

The quiet evolution taking place within the Pune Metropolitan Region Development Authority (PMRDA) offers a compelling blueprint for modern urban governance. Driven by the state-wide Government Process Re-engineering (GPR) framework—conceived under executive directives and executed via a strategic partnership with Samagra—the authority is attempting something far more profound than a routine software upgrade. It is executing a fundamental shift in its institutional philosophy, moving from bureaucratic gatekeeping toward a genuinely citizen-centric model aimed at enhancing the 'Ease of Living.'

At the heart of this transformation is the stringent enforcement of the Maharashtra Right to Public Services Act, 2015. By auditing and restructuring 29 notified services, the PMRDA is addressing a chronic ailment of Indian urban local bodies: the friction of administrative

delay.

### The Core Matrix of Reform

- Structural De-layering: Pruning redundant hierarchies to accelerate the decision-making pipeline.
- Document Rationalization: Stripping away archaic paperwork in favor of a lean, verified data model.
- Digital Convergence: Unifying isolated departmental systems into a single, cohesive interface.

The strategic reduction of internal office levels is perhaps the most critical structural intervention. For too long, public files have crawled through a labyrinth of vertical hierarchies. The Fire Department's success in eliminating three to four stages of approval sets a vital precedent. Similarly, the proposal to collapse the approval chain for Plinth Completion Certificates down to a single decisive level challenges the traditional orthodoxy that multi-layered scrutiny equates to better oversight; more often, it merely breeds inertia.

In tandem with structural de-layering is the long-overdue rationalization of documentation. Aligning with models established by the MMRDA and NMRDA, the PMRDA has slashed the required documentation for Occupancy Certificates from 23 to nearly half. This not only unburdens the citizen but significantly mitigates the arbitrary exercise of bureaucratic discretion. When combined with the proposed denotification of certain services—such as the structural engineer license, which can be seamlessly deferred to state-level registries—the authority demonstrates a rare willingness to yield unnecessary turf for the greater public good.

Technology, in this re-engineered vision, is treated as an enabler rather than a panacea. The development of a Common Application Form (CAF), integrated with DigiLocker and C-DAC's e-sign facilities, moves the needle closer to a truly paperless environment. Furthermore, localizing the Fire Department's digital interface into Marathi acknowledges a vital truth: true accessibility in governance is linguistic as much as it is technological.

However, the ultimate success of these reforms will depend on sustained institutional discipline. Lowering the statutory timeline for a Zone Certificate from 15 to 10 days is a welcome step, but compliance must be absolute. The introduction of granular tracking APIs and interactive dashboards represents a commendable leap toward transparency, exposing internal bottlenecks to real-time scrutiny.

As the Pune metropolitan area continues its rapid expansion, its administrative infrastructure must outpace its physical growth. By treating GPR not as a static destination but as an iterative process of refinement, the PMRDA is laying down a sophisticated benchmark for metropolitan administration. If sustained, this administrative overhaul could well turn a historically opaque bureaucracy into an agile, accountable instrument of public welfare.

# Pedaling Towards Progress! PMRDA's infrastructure push for the Pune Grand Tour must leave a lasting urban legacy!

The resounding success of India's inaugural global cycling event, 'The Pune Grand Tour 2026', did more than just bring world-class athletes to Indian soil; it effectively revived Pune's historic moniker as the 'Cycle Capital of India.' More importantly, it catalyzed a nascent cycling revolution across the nation's urban landscapes. As preparations for the second edition—the Pune Grand Tour 2027, scheduled from January 26 to 31, 2027—gather momentum, the focus appropriately shifts from the immediate thrill of the sport to the endurance of the underlying infrastructure. Organized in tandem with the Cycling Federation of India (CFI), the upcoming edition seeks to build upon the historic precedent set in 2026, where critical road corridors were executed in a record-breaking 75 days.



**CONNECTING  
HORIZONS**

**Prashant Patil,**  
Superintendent Engineer,  
PMRDA

Given that the core racing routes traverse the jurisdiction of the Pune Metropolitan Region Development Authority (PMRDA), the state-led planning body has rightly assumed a pivotal role. Urban planning experts have long argued that major sporting events should not be viewed as isolated spectacles but as triggers for regional transformation. By injecting substantial fiscal resources into this edition, PMRDA's intervention addresses three critical developmental verticals: boosting local eco-tourism, fostering public fitness, and—crucially—integrating rural networks with major district arteries to optimize agricultural logistics.

## The 2027 Route: Interconnecting Heritage and Growth Hubs

The meticulously curated 2027 itinerary spans six grueling stages, strategically mapped to connect prominent industrial growth hubs, historical forts, and vital ecological landmarks:



To ensure that the 2027 alignment leaves a sustainable economic footprint, a PMRDA-centric infrastructure strategy has been formulated. Of the expansive regional master plan encompassing 412.40 kilometers across 54 distinct works, the PMRDA is anchoring the development of 159.50 kilometers. A dedicated capital outlay of ₹262.45 Crores has been earmarked by the Authority for 18 critical road works. In a welcome move toward fiscal and institutional accountability, all constructed corridors carry a strict 5-year Defect Liability Period (DLP). This underwriting ensures that short-term logistical demands do not overshadow the long-term engineering quality required for the region's statutory development goals.

The meticulously curated 2027 itinerary, spanning six grueling stages, is strategically mapped to interconnect prominent industrial growth hubs, heritage sites, and vital ecological landmarks. From the industrial corridors of Hinjawadi and the urban centers of the Pune and Pimpri-Chinchwad municipal corporations, to the historical terrains of Junnar and Saswad, the race path mirrors the economic topography of the district. Substantial financial backing—specifically the ₹135.45 Crore allocation for the Alandi-Lonavala stretch and ₹127 Crores for the Lonavala- Hinjewadi sector—highlights a targeted approach to funding high-traffic corridors that demand urgent upgradation.

## Empowering The Pune Metropolis: PMRDA Sets a Global Benchmark for Inclusivity and Innovation!



### METRO WOMAN

**Rinaj Pathan**

Chief Engineer,  
Engineering Special Projects,  
PMRDA

The trajectory of urban mass transit in India has long been measured through the cold metrics of steel, concrete, and capital expenditure. However, the impending operationalisation of Pune Metro Line 3—the 23-km 'Pink Line' connecting the IT nucleus of Hinjewadi with the civic heart of Shivajinagar—promises a vital departure from this purely technocratic approach. Managed by the Pune Metropolitan Region Development Authority (PMRDA) via a Public-Private Partnership (PPP) with a Tata-Siemens consortium, the project underscores a dual imperative: the urgent need for structural de-congestion in India's expanding tier-one cities, and the immense potential of using public infrastructure as a vehicle for systemic social engineering.

The most compelling aspect of the Pink Line is not its engineering layout, but its institutional commitment to gender mainstreaming. By reserving the entire cohort of its loco pilots exclusively for women—recruiting and training a vanguard of nearly 100 female engineers—the PMRDA and its concessionaire are breaking one of the most resilient glass ceilings in heavy industrial operations. This initiative moves beyond mere corporate tokenism through its focus on comprehensive capacity building. The intensive four-month training regimen at the Maan depot, requiring 200 kilometres of supervised day-and-night test runs, ensures that safety and operational mastery remain uncompromised. Crucially, the institutionalisation of secure transit protocols for these employees by the operator, Keolis, demonstrates an understanding that sustainable women's empowerment requires the creation of a secure ecosystem around the workplace.

### 100 Women Loco Pilots



### PUNE METRO LINE 3: KEY METRICS

Corridor Span | 23 km | Hinjewadi to Shivajinagar

Asset Infrastructure | 22 Alstom Trainsets | 23 Elevated Stations

Human Capital Paradigm | 100% Women Loco Pilots (~100 Engineers)

Commuter Relief | Transit time slashed from 90 to 40 minutes

Asset Management System | Octave Attune Enterprise Platform

Beyond its social parameters, the Pink Line addresses a severe infrastructure deficit in Pune, famously known as the 'Oxford of the East.' The city's rapid evolution into a global technology and manufacturing hub has outpaced its transport infrastructure, forcing over 1.5 lakh professionals into gruelling, highly congested 90-minute daily commutes. Reducing this transit time to 40 minutes will yield immediate economic benefits by reclaiming lost productivity and lowering the regional carbon footprint. Mechanically, the reliance on an international partnership with French mobility expert Keolis, alongside the integration of predictive digital tools like the Octave Attune Enterprise Asset Management platform, reflects a mature emphasis on lifecycle optimization and long-term asset resilience.

As trial runs advance between the Maan depot and Balewadi Stadium toward a full commercial launch in the coming months, Line 3 offers a scalable blueprint for future regional networks, including the proposed Khadakwasla-Kharadi corridor. The true success of the Pune model lies in its synthesis of advanced global technology with a conscious socio-economic vision. By embedding Nari Shakti (women's power) directly into the operational mechanics of the city's primary transit spine, Pune is not merely upgrading its urban mobility; it is setting a progressive, equitable benchmark for the future of Indian metropolitan development.

# Growth in Motion: Charting Pune's Metropolitan Future!

The Pune Metropolitan Region Development Authority's (PMRDA) approved budget of ₹4,628.85 crore for the fiscal year 2026–27 represents a commendable blueprint for balanced urban growth. Operating with a modest surplus of ₹3.55 crore, the fiscal roadmap transcends routine metropolitan accounting; it positions itself as a strategic manifesto for sustainable expansion, infrastructural resilience, and enhanced liveability across one of India's premier economic hubs.

By channeling over 60% of its total outlay—amounting to ₹2,918.81 crore—exclusively into its engineering department, the authority has signaled an unambiguous prioritisation of asset creation over administrative inertia. This capital-heavy allocation is aimed at unlocking the region's economic potential through critical interventions: the Pune Ring Road, the Hinjawadi–Shivajinagar Metro Line-3, the proposed Katraj–Yerawada twin tunnels, and vital river rejuvenation projects. The targeted provision of ₹646 crore as viability-gap funding for Metro Line-3 is particularly noteworthy. As Pune's IT and manufacturing corridors grapple with acute vehicular congestion, this infusion is a vital step toward establishing a robust, high-capacity public transit network that connects disparate economic nodes.

Crucially, the PMRDA has resisted the temptation of myopic, concrete-heavy urbanisation by embedding ecological safeguards into its growth narrative. The dedicated budgetary provisions for the Indrayani and Pawana river improvement projects reflect an understanding of urban resilience that places hydrological health alongside physical mobility. Furthermore, tourism infrastructure—exemplified by the proposed glass skywalk at Lonavala's Tiger and Lion's Points—indicates a desire to diversify regional revenue streams while leveraging natural topography.

However, financial allocations alone do not guarantee structural transformation; they require institutional agility. In this regard, the devolution of administrative powers to the Metropolitan Commissioner—specifically regarding land allotment, transfers, and compliance certificates—is a welcome reform. By cutting through bureaucratic red tape, this administrative restructuring should theoretically accelerate project execution timelines. This governance overhaul is further complemented by the creation of a dedicated fire services fund, addressing a critical gap in public safety infrastructure.

Perhaps the most significant long-term vision in this budget lies in its mandate for planned urbanisation. The directive to formulate comprehensive development plans within six months for all peripheral villages, including the 23 recently merged settlements, is an essential pre-emptive measure against haphazard, peri-urban sprawl.

As the first unified financial framework since the PMRDA's merger with the Pimpri-Chinchwad New Town Development Authority, this budget marks the beginning of an integrated regional governance model. Supported by a robust land revenue projection of ₹1,647.65 crore, the PMRDA's fiscal trajectory offers a valuable template for high-growth Indian metropolises striving to bridge the gap between economic ambition and urban liveability.



# PMRDA Events & Achievements

## Honouring a Visionary Administrator: Farewell to Deepak Singla (IAS)

The PMRDA Team bid a heartfelt farewell to PMRDA's Ex-Additional Commissioner, Deepak Singla (IAS). Senior officials praised his visionary leadership, transparency, and administrative excellence, highlighting his significant contribution to PMRDA's growth and e-governance achievements. The PMRDA family extended their best wishes for his successful journey ahead in his new role.



### Key Visits to PMRDA

#### Shri. Shirang Barne, MP, Maval



#### Shri. Sunil Shelke, MLA, Maval



# Congratulations!

## Outstanding Performance in HSC & SSC Examinations

PMRDA extends heartfelt congratulations to the children of PMRDA employees who have achieved outstanding success in the SSC & HSC examinations. Their hard work and dedication have made the entire PMRDA family proud.

The Authority also appreciates the constant support, guidance, and encouragement provided by their parents from the PMRDA team, whose efforts played a vital role in this achievement. Wishing all students continued success and a bright future ahead.



**Sharayu Shivprasad Bagdi**  
94.80% (10th Standard)  
Daughter of Shivprasad Bagdi,  
Chief Engineer, Engineering 1 Dept



**Mijba Ahmed Pathan**  
78.00% (12th Science)  
Daughter of Ahmed Bashir Pathan,  
Senior Clerk, Administration Dept



**Adit Ramdas Jadhav**  
74.80% (10th Standard)  
Son of Nita Ramdas Jadhav,  
Junior Clerk, Land and Estate Dept



**Om Dattatraya Kuchekar**  
74% (12th Commerce)  
Son of Jayshree Dattatraya Kuchekar,  
Junior Clerk, Administration Dept



**Nandini Nilesh Borate**  
71% (10th Standard)  
Daughter of Poonam Nilesh Borate,  
Assistant Accounts Officer,  
Land and Estate Dept



**Sakshi Parameshwar Gande**  
70.5% (12th Science)  
Daughter of Parameshwar Gande,  
Assistant Accounts Officer,  
Engineering (Special Projects) Dept

# A Metropolis in Motion : On Pune's Infrastructural and Sustainable Transformation!



## THE METROPOLITAN BLUEPRINT

**K. Manjulekshmi (IAS),**  
Additional Commissioner,  
PMRDA And Editor

The relentless demographic and spatial expansion of the Pune and Pimpri-Chinchwad agglomerations, alongside their contiguous rural hinterlands, represents far more than a localized urban shift; it is a phenomenon of national economic significance. In the contemporary paradigm of public administration, rapid urbanization must not be viewed as an existential crisis, but rather as an unprecedented structural opportunity. The core challenge lies in steering this growth through an integrated, meticulously planned framework—a mandate that the Pune Metropolitan Region Development Authority (PMRDA) is actively translating into reality. The recently approved budget of ₹4,628 crore for the fiscal year 2026–27 serves as a definitive fiscal blueprint for this ambitious journey.

The viability of any burgeoning economic powerhouse is fundamentally contingent upon the efficiency of its mobility networks. Recognizing mass transit as the lifeblood of urban sustainability, the PMRDA has brought the crucial 23.3-km Hinjawadi-to-Shivajinagar Metro Line 3 corridor to its final phases of execution. With civil and structural works at several stations reaching fruition, the administration is actively planning the partial commissioning of operations. This "Green Metro" is poised to offer critical relief to hundreds of thousands of IT professionals enduring chronic daily gridlocks, effectively bridging the residential and commercial cores of the metropolis.

Complementing this public transit framework is a regional game-changer: the proposed 172-km Ring Road. Estimated to cost approximately ₹15,857 crore, this peripheral orbital highway is strategically engineered to decant heavy interstate and inter-city commercial traffic away from Pune's saturated internal arteries, thereby significantly reducing urban congestion and vehicular emission loads.

To prevent the pitfalls of hyper-centralization, the PMRDA's long-term vision is anchored in a polycentric urban model. By designating strategic nodes such as Hinjawadi, Pirangut, Shikrapur, Wagholi, and Yawat as Urban Growth Centres (UGC's), the Authority is decentralizing economic opportunities and developing self-sustaining satellite ecosystems equipped with modern civic infrastructure. Concurrently, immediate localized bottlenecks are being aggressively dismantled. To resolve the specific gridlocks choking the Rajiv Gandhi Infotech Park, critical arterial link roads—such as Mhalunge-Hinjawadi, Marunji-Wakad, and Nande-Chande/Maan are being executed on a fast-track basis.

An infrastructure blueprint is only as good as its execution. To ensure that vital public works transcend the realm of rhetoric, the administration has instituted a zero-tolerance policy toward project inertia and contractual delays. A case in point is the stern mandate issued regarding the time-bound completion of the POCSO Court building in Shivajinagar, where non-compliance faces stringent punitive actions.

## VOICE OF PMRDA

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Editor-in-Chief  
**Dr. Abhijeet Chaudhari (IAS)**  
Metropolitan Commissioner

Editor  
**K. Manjulekshmi (IAS)**  
Additional Metropolitan Commissioner

Managing Editor  
**Rupali Awale-Dambe**  
Joint Commissioner (Admin)

Executive Editor  
**Purushottam Sangle**  
Information & Public Relations Officer

Editorial Assistance : **Tushar Bidave** (Assistant Public Relations Officer) & **Pactic Media Concepts, Pune**

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