

## **Air Quality Improvements under the National Clean Air Programme (NCAP) in Smart and Non-Smart Cities: A Comparative Study of AQI Trends from 2015 to 2024**



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## **Table of Contents**

<b>Executive Summary</b>	<b>4</b>
<b>Introduction</b>	<b>5</b>
<b>Objectives</b>	<b>5</b>
<b>Methodology</b>	<b>5</b>
<b>Results</b>	<b>6</b>
I. Most Vs Least Polluted Cities Based on 2024 Air Quality Index	7
II. City-Level Air Quality Index Trends	9
III. State level Air Quality Index	11
IV. Analysis of NCAP Performance by States	12
V. Changes in Air Quality Index under NCAP: Smart vs Non-Smart Cities	13
<b>Conclusions and Implications</b>	<b>14</b>
<b>Annexure</b>	<b>16</b>

## Executive Summary

This report assesses the impact of India's National Clean Air Programme (NCAP) on air quality improvements across 283 cities between 2015 and 2024, with a comparative focus on smart and non-smart cities. Using Air Quality Index (AQI) data sourced primarily from the Central Pollution Control Board, the study tracks trends, evaluates the effectiveness of NCAP funding, and highlights regional disparities in air quality outcomes.

The findings reveal a steady expansion in air quality monitoring coverage, with data availability increasing from 22 cities in 2015 to 283 in 2024. While several cities and states show notable improvements in air quality—particularly non-smart cities in states like Andhra Pradesh and Uttarakhand—others, including some well-funded smart cities, continue to face deteriorating conditions due to persistent industrial, vehicular, and construction-related emissions.

Smart cities received a larger share of NCAP funding (₹8,086 crore vs ₹3,379 crore for non-smart cities), yet the improvement in AQI was not always proportional. Non-smart cities, despite receiving lower funding, often showed comparable or better air quality gains, highlighting the importance of localized and effective interventions over infrastructural advantages alone.

The analysis identifies both the least polluted cities (e.g., Tirunelveli, Madikeri) and the most polluted (e.g., Byrnihat, Delhi), illustrating the wide variation in urban air quality across India. Key challenges include data gaps in several states, ineffective pollution control in heavily industrialized regions, and variable implementation success across states.

The report concludes that while NCAP has driven measurable improvements, sustained progress will require a more inclusive, regionally adaptive approach—focusing equally on non-smart cities, enforcing stringent pollution controls, and integrating long-term urban planning and clean transport strategies.

## Introduction

The National Clean Air Programme (NCAP), launched by the Government of India, aims to reduce air pollution levels across urban areas in the country. It focuses on improving air quality through strategic funding, technological interventions, and targeted air quality management initiatives. As part of this programme, substantial funds are allocated to both smart cities and non-smart cities, with the expectation that smart cities, equipped with better infrastructure, will show more rapid improvements in air quality. This study analyses the trends in Air Quality Index (AQI) across Indian cities from 2015 to 2024 under the NCAP, assessing the impact of these initiatives on the air quality of both smart and non-smart cities.

The study compares the average NCAP AQI percentage change between 2022 and 2024, aiming to identify how effective the funding and interventions have been in improving air quality. The results also highlight key states where substantial improvements have been made and where challenges persist, despite significant financial investment. Through this comparative analysis, the role of smart cities and the effectiveness of NCAP funding in driving air quality improvements will be assessed.

## Objectives

- To assess the AQI trends in cities across India from 2015 to 2024.
- To analyse the impact of NCAP funding on air quality improvements in both smart and non-smart cities.
- To compare the performance of smart cities vs. non-smart cities in terms of AQI improvements from 2022 to 2024.
- To identify the key factors contributing to improvements or challenges in air quality within various states.
- To evaluate the effectiveness of NCAP's strategies in reducing air pollution and enhancing air quality management.
- To provide recommendations for improving air quality, especially in non-smart cities, based on the findings.

## Methodology

In this study, AQI data was collected from various sources, primarily the Central Pollution Control Board (CPCB) and state-level environmental monitoring agencies. The data spans 2015 to 2024, covering multiple pollutants including PM<sub>2.5</sub>, PM<sub>10</sub>, NO<sub>x</sub>, SO<sub>2</sub>, CO, and Ozone. The primary aim was to analyse air quality trends across Indian cities, specifically distinguishing between smart cities and non-smart cities. The analysis was based on reports published daily at 4 PM on the PRANA portal, a platform managed by CPCB for real-time air quality monitoring in India. This allowed for a consistent dataset of daily AQI values, which were used to track the changes in air quality across different cities over the years.

The AQI is calculated based on the concentration of specific air pollutants. The calculation process is standardized by CPCB, and is based on the highest concentration of any of the individual pollutants, using the following general formula:

## AQI Calculation Formula

For a given pollutant concentration  $C_p$ :

$$AQI_p = \frac{I_{Hi} - I_{Lo}}{C_{Hi} - C_{Lo}} \times (C_p - C_{Lo}) + I_{Lo}$$

Where:

- $AQI_p$  = Air Quality Index for pollutant  $p$
- $C_p$  = Measured concentration of the pollutant
- $C_{Hi}$  = Breakpoint concentration greater than or equal to  $C_p$
- $C_{Lo}$  = Breakpoint concentration less than or equal to  $C_p$
- $I_{Hi}$  = AQI value corresponding to  $C_{Hi}$
- $I_{Lo}$  = AQI value corresponding to  $C_{Lo}$

### Figure 1: Formula for Calculating Air Quality Index for Each Pollutant

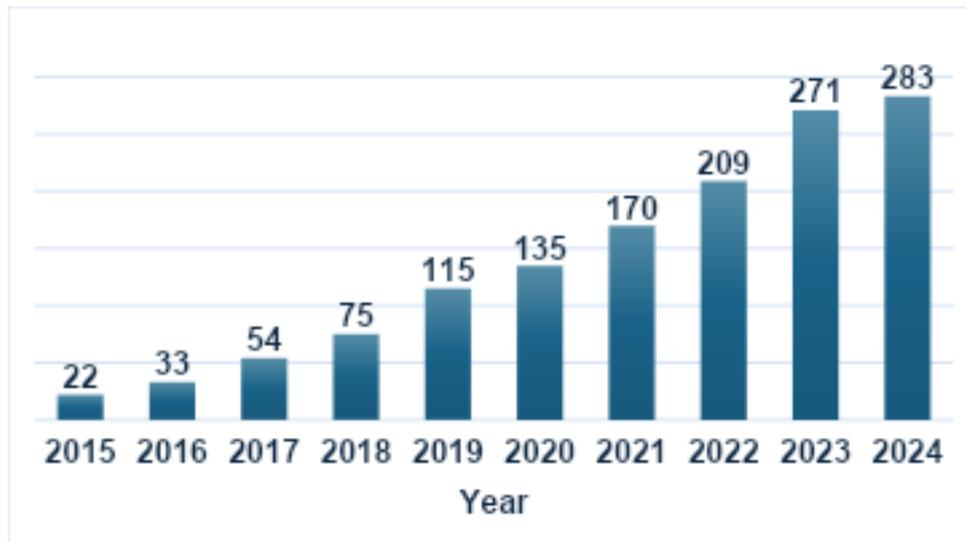
Each pollutant (PM<sub>2.5</sub>, PM<sub>10</sub>, SO<sub>2</sub>, NO<sub>2</sub>, CO, and Ozone) has specific breakpoints based on its concentration range. The Central Pollution Control Board (CPCB) uses these values to calculate the AQI for individual pollutants. The highest AQI value among all pollutants is considered the overall AQI for that city on a given day.

The methodology also involved categorizing cities based on their smart city status and state-level performance to assess how various interventions and funding under the National Clean Air Programme (NCAP) influenced air quality over time. Percentage changes in AQI between 2022 and 2024 were calculated for each city to evaluate improvements or deteriorations in air quality. Cities were then grouped by state and compared to identify trends or regional differences in the effectiveness of NCAP interventions and funding. This categorization enabled a detailed comparison between smart and non-smart cities and provided insights into the relationship between funding levels and improvements in air quality management.

## Results

The data indicates a steady increase in the number of cities with available air quality data from 2015 to 2024. In 2015, only 22 cities were covered, rising to 33 in 2016 and 54 in 2017. This upward trend continued, with 75 cities in 2018, 115 in 2019, and 135 in 2020. By 2021, coverage had expanded to 170 cities, followed by 209 in 2022 and 271 in 2023. As of 2024, air quality data is available for 283 cities.

This growing coverage reflects ongoing efforts to enhance nationwide air quality monitoring, likely driven by technological advancements, the establishment of new monitoring stations, and a heightened awareness on addressing air pollution.



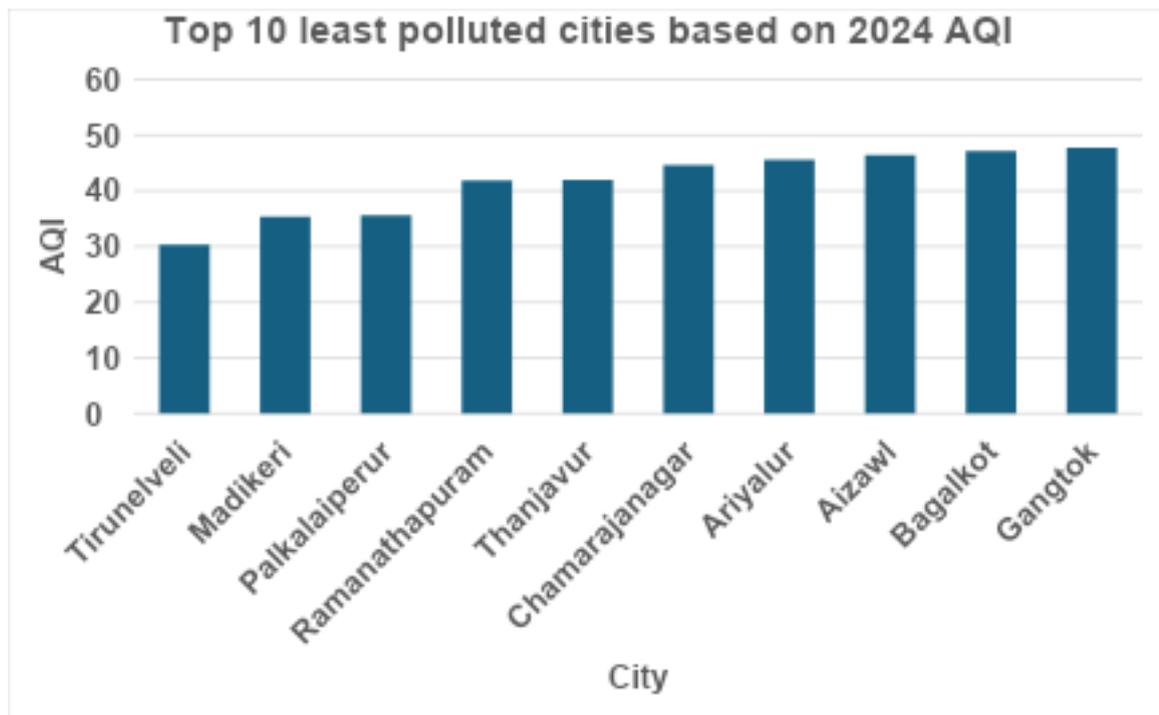
**Figure 2:** Count of unique city for each year

### **I. Most Vs Least Polluted Cities Based on 2024 Air Quality Index**

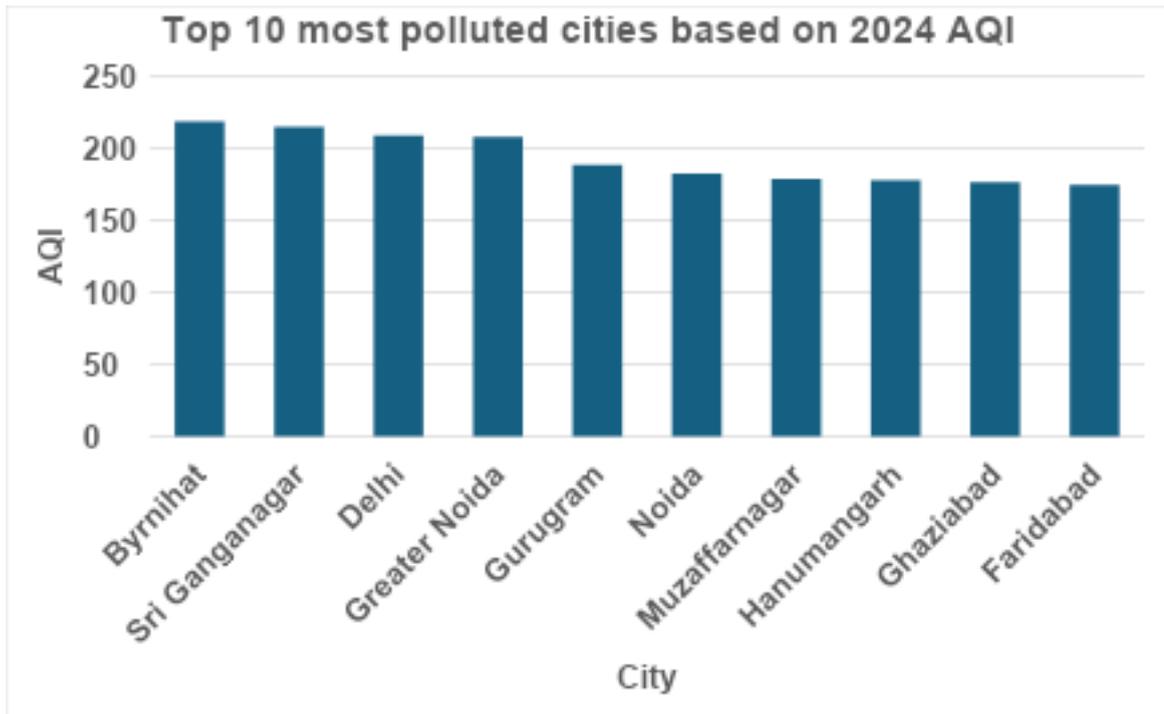
The least polluted cities in India based on the 2024 annual AQI are Tirunelveli (30.34), Madikeri (35.33), Palkalaiperur (35.65), Ramanathapuram (41.82), Thanjavur (41.93), Chamarajanagar (44.59), Ariyalur (45.55), Aizawl (46.39), Bagalkot (47.14), and Gangtok (47.70). These cities have relatively lower AQI values, indicating better air quality compared to other parts of the country. Factors contributing to their cleaner air include low industrial activity, fewer vehicles, and abundant natural resources like forests and agricultural land. Additionally, many of these cities are situated in less densely populated or rural areas, which helps in maintaining lower levels of pollution. The presence of hilly terrain and favorable weather conditions in some of these regions also play a role in sustaining good air quality. These cities provide a model for sustainable urban planning and environmental conservation, demonstrating how a combination of geography, policy, and lifestyle choices can significantly improve air quality.

The cities with the highest levels of air pollution in India based on the 2024 annual AQI are Byrnihat (218.70), Sri Ganganagar (215.12), Delhi (208.93), Greater Noida (207.75), Gurugram (188.51), Noida (182.67), Muzaffarnagar (178.85), Hanumangarh (177.64), Ghaziabad (176.66), and Faridabad (174.48). These cities recorded significantly high AQI values, indicating severe air pollution. The elevated pollution levels in these areas can be attributed to a combination of factors, including high population density, industrial emissions, vehicular congestion, and extensive construction activity. Cities such as Delhi, Greater Noida, Gurugram, and Noida—part of the National Capital Region (NCR)—routinely experience elevated concentrations of particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>) and other harmful pollutants.

Rapid urbanization, limited green spaces, and inadequate air quality management have further exacerbated the situation. The health impacts of such pollution are severe, contributing to respiratory illnesses, cardiovascular conditions, and other long-term health complications. Improving air quality in these cities demands a multi-pronged strategy, involving stricter pollution control measures, expansion of green cover, and the adoption of cleaner, more sustainable transportation systems.



**Figure 3:** Top 10 Least Polluted Cities Based on 2024 AQI

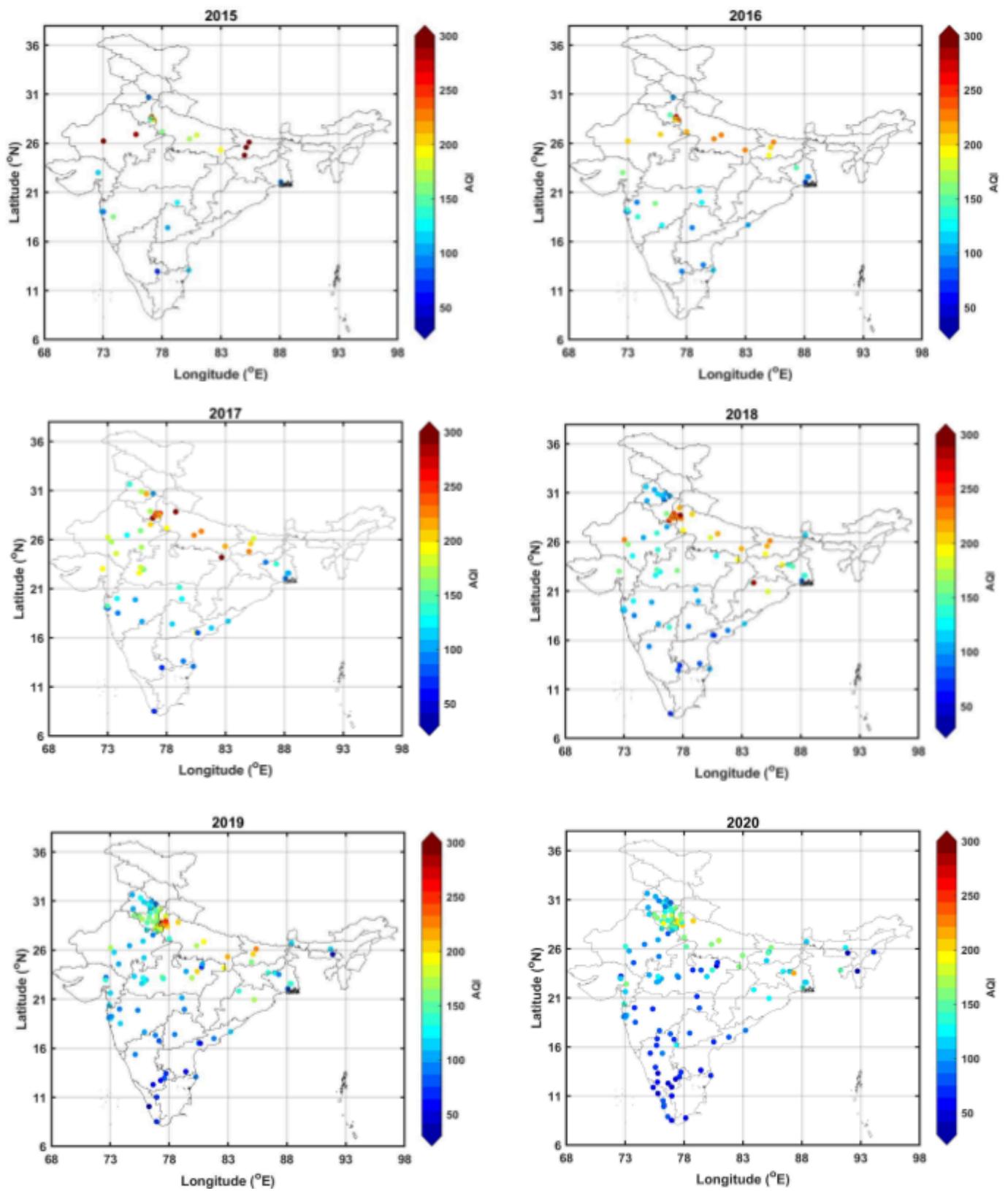


**Figure 4:** Top 10 Most Polluted Cities Based on 2024 AQI

## II. City-Level Air Quality Index Trends

The analysis of AQI trends across various cities from 2015 to 2024 reveals significant variations in air quality, influenced by factors such as urbanization, industrialization, and policy interventions. Many cities, such as Agra and Ahmedabad, have shown an overall improvement in air quality, reflecting the positive impact of government regulations and public awareness. The impact of the COVID-19 pandemic in 2020 is clearly visible, with a substantial improvement in AQI levels across most cities due to reduced industrial activities and vehicular emissions during lockdown periods. Cities with dense populations and industrial activities, such as Bhiwadi and Angul, continue to struggle with poor air quality, highlighting the challenges posed by rapid urbanization and industrial emissions.

On the other hand, cities like Aizawl and Chamarajanagar, characterized by greener landscapes and lower industrialization, consistently exhibit better AQI levels, emphasizing the role of natural vegetation and limited anthropogenic activities. While some cities have maintained a trend of improvement post-2021, others face persistent challenges, particularly in industrial and urban centers. Overall, the findings suggest a gradual improvement in air quality in several regions, but they also underscore the need for focused interventions in highly polluted areas to ensure sustained air quality improvement across the country.



**Figure 5:** City Level AQI over the Years

### III. State level Air Quality Index

The dataset reflects the air quality trends across different states in India from 2015 to 2024. Many states have missing data for certain years, represented as "NaN" (see Table-2 in Annexure). In states where data is available, the air quality measurements show fluctuating trends over the years.

- For example, **Arunachal Pradesh** had no data available until 2021, where it recorded a value of 66.72. The air quality worsened in 2022 with a value of 75.61, but improved slightly in 2023 and 2024 to 41.49 and 58.08, respectively.
- In **Kerala**, the air quality remained variable across the years. After no data in 2015-2016, the air quality improved in 2017 to 65.05 but later fluctuated, with a notable increase in 2023 (73.92), before dropping slightly to 68.93 in 2024.
- **Andhra Pradesh** showed a similar trend, with air quality improving in 2020 to 73.57, before rising again in 2023 to 81.49 and then dropping back to 72.54 in 2024.
- **Tamil Nadu** demonstrated significant fluctuations. After starting at 113.61 in 2015, it peaked in 2016 and 2017 before experiencing a sharp decline in 2019 (79.60). In 2024, the value dropped further to 60.81, indicating worsening air quality in recent years.
- In **Telangana**, there were fluctuations from 91.40 in 2016 to 112.93 in 2017, but it gradually decreased in the following years, reaching 76.79 by 2024.
- Many other states such as Puducherry, Ladakh, Lakshadweep, and several others have extensive missing data (NaN), making it difficult to track air quality trends for those regions.

In conclusion, while some states like **Arunachal Pradesh**, **Kerala**, and **Andhra Pradesh** show some recovery or stabilization in air quality, states like **Tamil Nadu** and **Telangana** are facing more fluctuations, with some recent declines in air quality in 2024.

#### Key observations from States

##### 1. Overall Trends in Air Quality (2022 to 2024):

- Several states show significant declines in air quality levels, with the percentage change indicating worsening conditions in many regions.
- Only a few states exhibit improvements in air quality during this period.

##### 2. States with Maximum Decline (2022–2024):

- Meghalaya shows the largest percentage decline (-29.31%), indicating a substantial deterioration in air quality.
- Bihar (-27.71%) and Odisha (-28.53%) also exhibit sharp declines, highlighting significant challenges in managing air quality.

##### 3. States with Notable Improvements (2022–2024):

- Manipur experienced a 26.18% increase in air quality levels.
- Tripura (25.03%) and Jharkhand 36.08% increase in air quality levels.

##### 4. Stable or Slightly Changed States:

- States like Delhi (-0.12%), Punjab (-0.90%), and West Bengal (-0.94%) show relatively minor changes, indicating a plateau in air quality improvements or declines.

- This stability might reflect the saturation of current interventions or a lack of substantial policy changes.

#### **5. Regions with Consistently Poor Trends:**

- Uttar Pradesh (-17.16%) and Maharashtra (-15.16%) highlight persistent issues in densely populated and industrialized states.
- Air quality challenges in these states may relate to vehicular emissions, industrial pollution, and construction dust.

#### **6. Key Observations by Region:**

- North-East India: States like Nagaland (6.61%) and Sikkim (41.99%) show mixed trends, with some states improving and others declining.
- Southern India: Kerala (1.39%) and Tamil Nadu (-17.21%) exhibit contrasting patterns, with Kerala maintaining stable levels while Tamil Nadu sees a decline.
- Union Territories: Chandigarh (13.38%) shows positive trends, while Puducherry (-4.75%) faces minor declines.

#### **7. Missing or Insufficient Data:**

- States like Ladakh, Goa, and Andaman & Nicobar Islands lack sufficient data for analysis, pointing to a gap in monitoring infrastructure or reporting mechanisms.

### **IV. Analysis of NCAP Performance by States**

The National Clean Air Programme (NCAP) is designed to improve air quality in cities across India, and the initiative has allocated significant funds to both smart cities and non-smart cities for air quality management. The distribution of these funds and their impact on air quality improvements have been assessed over the period from 2022 to 2024, focusing on the changes in AQI (Air Quality Index) values between these two years.

- **Fund Allocation and its Relation to AQI Performance**

The total allocation under NCAP amounts to **₹11,465.81 crores**, with **₹3,379.35 crores** directed towards non-smart cities and **₹8,086.46 crores** towards smart cities. The larger share of funding for smart cities reflects the expectation that they will leverage advanced technologies and infrastructure to tackle pollution more effectively.

- **Key Insights on Fund Allocation**

**Uttar Pradesh, Maharashtra, and Gujarat** are among the states that received the largest shares of funding, primarily for their smart cities, which are expected to show more rapid improvements in air quality management due to their technological capacity.

## V. Changes in Air Quality Index under NCAP: Smart vs Non-Smart Cities

The average NCAP AQI changes from 2022 to 2024 have been analysed to determine the effectiveness of the funds allocated to different states and cities. Here's a breakdown of the AQI changes for both smart and non-smart cities:

### 1. Uttarakhand:

- **Average NCAP AQI Change:** -24.66% (Non-Smart: Improved; Smart: Improved)
- The data for Uttarakhand shows a negative change in AQI, meaning the air quality has improved. Both smart and non-smart cities have benefitted from NCAP's interventions, with non-smart cities showing a significant improvement.

### 2. Meghalaya:

- **Average NCAP AQI Change:** -5.20% (Non-Smart: Improved; Smart: No data)
- Despite limited data for smart cities, Meghalaya has seen an improvement in air quality overall, with a decrease in AQI, especially in non-smart cities.

### 3. Maharashtra:

- **Average NCAP AQI Change:** -21.60% (Non-Smart: -22.15%; Smart: -21.60%)
- Maharashtra, which received significant funding for both smart and non-smart cities, has seen a negative change in AQI, indicating improvement in air quality. However, despite substantial investments in smart cities, the decline in AQI remains modest, suggesting the challenges of tackling high pollution levels in urban areas.

### 4. Uttar Pradesh:

- **Average NCAP AQI Change:** -10.94% (Non-Smart: -10.94%; Smart: -27.34%)
- Uttar Pradesh, with one of the highest allocations, reports negative changes in AQI, indicating improvement in air quality. The smart cities, however, show a larger decrease in AQI compared to non-smart cities, suggesting that the technological infrastructure in smart cities might be helping to reduce pollution more effectively.

### 5. Andhra Pradesh:

- **Average NCAP AQI Change:** -34.47% (Non-Smart: -34.47%; Smart: -0.04%)
- Andhra Pradesh shows a significant negative change in AQI, especially in non-smart cities. This large improvement in air quality reflects the effectiveness of the NCAP initiatives, but the minimal change in smart cities indicates that while these cities may have better infrastructure, the challenges of urban air pollution remain.

### 6. Gujarat:

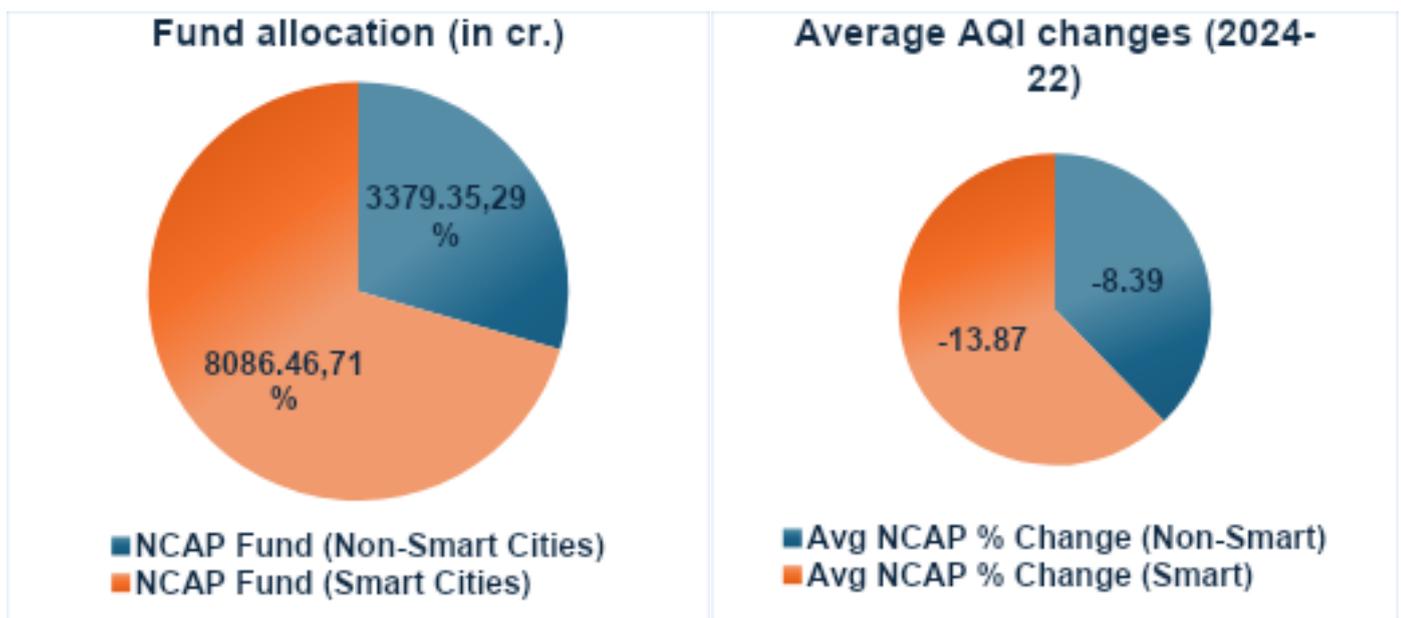
- **Average NCAP AQI Change:** -32.63% (Non-Smart: No data; Smart: -32.63%)
- Gujarat has seen substantial improvements in air quality, reflected in the negative change in AQI. However, the lack of data for non-smart cities makes it difficult to fully assess the impact across all urban areas. The smart cities in Gujarat have benefitted significantly from NCAP funding.

## 7. Tamil Nadu:

- **Average NCAP AQI Change:** +12.51% (Non-Smart: No data; Smart: +12.51%)
- In Tamil Nadu, the smart cities have shown a positive change, indicating a deterioration in air quality. This suggests that despite receiving substantial funding for smart cities, the efforts to improve air quality have not been as successful, possibly due to urbanization, industrial pollution, and vehicular emissions.

## 8. Other States (Chhattisgarh, Punjab, Rajasthan, West Bengal, etc.):

- The analysis for other states like Chhattisgarh, Punjab, Rajasthan, and West Bengal shows varying trends. Some states report improvements in AQI with negative changes in AQI, while others show only slight improvements or no significant changes.



**Figure 6:** Fund Allocation under NCAP and Average AQI in Cities

## Conclusions and Implications

**A Comparison of Air Quality Trends in Smart and Non-Smart Cities:** While smart cities have a larger share of the NCAP funding, the negative changes in AQI in many states indicate that improvements in air quality are being made, but perhaps not at the pace expected. The technological infrastructure and access to better data might be helping smart cities, but challenges such as industrial pollution and vehicular emissions remain significant. Non-smart cities, which generally receive lower funding, show a significant negative change in AQI in states like Andhra Pradesh and Uttarakhand, indicating that focused, localized interventions can lead to notable improvements. These cities are catching up in air quality improvement, albeit at a different rate compared to their smart counterparts.

**Challenges and Factors Influencing Performance:** The mixed results suggest that while funding is important, governance, policy enforcement, and local pollution sources (like industrial emissions and traffic) play a critical role in determining the success of the NCAP

program. States with significant industrialization or higher population densities may face slower improvements despite large investments in smart city infrastructure.

**Future Directions:** Going forward, it is important to focus not only on smart cities but also on non-smart cities to ensure that air quality improvements are more evenly distributed across the country. Additionally, a more comprehensive approach that addresses the root causes of pollution, such as vehicular emissions, industrial pollution, and urban sprawl, will be key in achieving long-term success in improving air quality.

The NCAP's effectiveness in improving air quality shows that fund allocation and smart city infrastructure are crucial, but holistic solutions are necessary to tackle urban air pollution comprehensively. Continued monitoring and adaptive management strategies will be key to ensuring lasting improvements in the nation's air quality.

## Annexure

**Table1:** The Least and Most Polluted Cities Based on 2024 AQI

<b>City (Least Polluted)</b>	<b>(Least State)</b>	<b>AQI (Least)</b>	<b>City (Most Polluted)</b>	<b>(Most State)</b>	<b>AQI (Most)</b>
<b>Tirunelveli</b>	<b>Tamil Nadu</b>	<b>30.34</b>	<b>Byrnihat</b>	<b>Meghalaya</b>	<b>218.70</b>
<b>Madikeri</b>	<b>Karnataka</b>	<b>35.33</b>	<b>Sri Ganganagar</b>	<b>Rajasthan</b>	<b>215.12</b>
<b>Palkalaiperur</b>	<b>Tamil Nadu</b>	<b>35.65</b>	<b>Delhi</b>	<b>Delhi</b>	<b>208.93</b>
<b>Ramanathapuram</b>	<b>Tamil Nadu</b>	<b>41.82</b>	<b>Greater Noida</b>	<b>Uttar Pradesh</b>	<b>207.75</b>
<b>Thanjavur</b>	<b>Tamil Nadu</b>	<b>41.93</b>	<b>Gurugram</b>	<b>Haryana</b>	<b>188.51</b>
<b>Chamarajanagar</b>	<b>Karnataka</b>	<b>44.59</b>	<b>Noida</b>	<b>Uttar Pradesh</b>	<b>182.67</b>
<b>Ariyalur</b>	<b>Tamil Nadu</b>	<b>45.55</b>	<b>Muzaffarnagar</b>	<b>Uttar Pradesh</b>	<b>178.85</b>
<b>Aizawl</b>	<b>Mizoram</b>	<b>46.39</b>	<b>Hanumangarh</b>	<b>Rajasthan</b>	<b>177.64</b>
<b>Bagalkot</b>	<b>Karnataka</b>	<b>47.14</b>	<b>Ghaziabad</b>	<b>Uttar Pradesh</b>	<b>176.65</b>
<b>Gangtok</b>	<b>Sikkim</b>	<b>47.70</b>	<b>Faridabad</b>	<b>Haryana</b>	<b>174.48</b>

**Table 2: State Level AQI Based on City Average from 2015 to 2024**

State	Count of city based on 2024	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
ARUNACHAL PRADESH	1	NaN	NaN	NaN	NaN	NaN	NaN	66.7	75.6	41.5	58.1
KERALA	8	NaN	NaN	65.0	74.5	51.7	69.0	68.2	68.0	73.9	68.9
LADAKH	0	NaN									
ANDHRA PRADESH	8	NaN	93.7	121.1	91.5	82.2	73.6	78.1	75.8	81.5	72.5
TAMIL NADU	24	113.6	115.0	94.7	99.2	79.6	62.5	76.2	73.5	82.1	60.8
TELANGANA	1	100.7	91.4	112.9	96.0	90.6	78.0	87.9	87.9	84.3	76.8
LAKSHADWEEP	0	NaN									
PUDUCHERRY	1	NaN	NaN	NaN	NaN	NaN	NaN	54.1	57.4	58.5	54.6
SIKKIM	1	NaN	33.6	61.9	47.7						
HARYANA	24	145.8	169.0	182.3	188.7	160.3	146.0	161.0	156.5	141.7	130.5
NAGALAND	1	NaN	NaN	NaN	NaN	NaN	64.8	77.1	77.2	76.6	82.3
GUJARAT	7	116.7	163.3	197.3	158.1	120.1	118.9	124.6	142.7	112.2	106.2
GOA	0	NaN									
UTTAR PRADESH	23	179.0	222.8	236.5	229.8	214.2	178.0	170.3	143.7	128.1	119.0
WEST BENGAL	7	97.0	104.7	109.7	127.8	115.1	135.4	128.7	119.2	121.3	118.1
DAMAN & DIU	0	NaN									
DADRA & NAGAR HAVE	0	NaN									
MEGHALAYA	2	NaN	NaN	NaN	NaN	35.6	40.5	27.2	207.6	157.5	146.8
RAJASTHAN	33	291.0	204.5	196.3	159.4	129.2	109.1	130.9	129.6	134.0	126.9
JAMMU & KASHMIR	1	NaN	NaN	NaN	NaN	NaN	NaN	87.9	82.0	69.7	NaN
MANIPUR	1	NaN	86.1	106.8	108.6						
PUNJAB	8	NaN	NaN	176.4	106.3	111.4	103.9	113.6	119.6	122.3	118.5
ASSAM	5	NaN	NaN	NaN	NaN	109.2	121.0	131.8	115.8	93.9	91.7
MAHARASHTRA	34	124.0	120.4	112.8	108.6	98.6	87.2	106.6	114.9	100.0	97.5
DELHI	1	229.5	256.4	227.5	225.4	214.6	185.1	208.6	209.2	203.6	208.9
CHHATTISGARH	8	NaN	NaN	NaN	NaN	NaN	NaN	73.9	86.4	75.0	76.3
HIMACHAL PRADESH	1	NaN	158.2	155.5	166.5						
UTTARAKHAND	3	NaN	85.0	79.8	93.4						
JHARKHAND	3	NaN	NaN	93.5	189.2	135.1	121.2	104.4	94.3	169.6	128.3
TRIPURA	1	NaN	NaN	NaN	NaN	NaN	153.5	102.3	111.9	155.3	139.9
MADHYA PRADESH	15	NaN	NaN	213.1	147.5	133.2	103.2	108.9	112.3	108.3	105.5
MIZORAM	1	NaN	NaN	NaN	NaN	NaN	29.3	44.4	42.3	49.2	46.4
CHANDIGARH	1	NaN	NaN	NaN	NaN	NaN	75.1	103.7	133.8	138.8	151.8

ANDAMAN & NICOBAR	0	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN
BIHAR	25	299.2	207.0	200.8	214.3	197.9	127.1	252.8	186.1	181.3	134.5
ODISHA	17	NaN	NaN	NaN	202.9	158.2	123.0	99.1	163.4	147.0	116.8
KARNATAKA	28	70.5	91.4	68.8	96.2	74.8	69.6	64.5	70.4	69.5	60.9
<b>State</b>	<b>NCAP Fund (Non-Smart Cities)</b>	<b>NCA P Fund (Smart Cities)</b>	<b>TOTAL FUND</b>	<b>Avg NCA P % Change (Non-Smart)</b>	<b>Avg NCA P % Change (Smart)</b>						
<b>Andhra Pradesh (13)</b>	<b>231.72</b>	<b>129.37</b>	<b>361.09</b>	<b>-34.47</b>	<b>-0.04</b>						
<b>Assam (05)</b>	<b>31.43</b>	<b>39.23</b>	<b>70.66</b>	<b>9.99</b>	<b>8.75</b>						
<b>Bihar (03)</b>	<b>12.45</b>	<b>315.66</b>	<b>328.11</b>	<b>-24.84</b>	<b>-14.06</b>						
<b>Chandigarh (01)</b>		<b>32.81</b>	<b>32.81</b>		<b>13.38</b>						
<b>Chhattisgarh (03)</b>	<b>123.04</b>	<b>125.35</b>	<b>248.39</b>	<b>0.32</b>	<b>-44.52</b>						
<b>Delhi (01)</b>		<b>42.69</b>	<b>42.69</b>		<b>-0.12</b>						
<b>Gujarat (04)</b>	<b>132.26</b>	<b>953.16</b>	<b>1085.42</b>		<b>-32.63</b>						
<b>Haryana (1)</b>		<b>73.53</b>	<b>73.53</b>		<b>-17.22</b>						
<b>Himachal Pradesh (7)</b>	<b>17.50</b>		<b>17.50</b>	<b>5.20</b>							
<b>Jammu &amp; Kashmir (2)</b>		<b>115.95</b>	<b>115.95</b>		<b>-100.00</b>						
<b>Jharkhand (03)</b>	<b>185.94</b>	<b>93.50</b>	<b>279.44</b>								
<b>Karnataka (04)</b>	<b>23.48</b>	<b>574.04</b>	<b>597.52</b>		<b>-11.86</b>						
<b>Madhya Pradesh (07)</b>	<b>7.95</b>	<b>819.64</b>	<b>827.59</b>	<b>-3.73</b>	<b>-11.67</b>						
<b>Maharashtra (19)</b>	<b>1106.21</b>	<b>726.31</b>	<b>1832.52</b>	<b>-22.15</b>	<b>-21.60</b>						
<b>Meghalaya (01)</b>	<b>7.95</b>		<b>7.95</b>	<b>-41.99</b>							
<b>Nagaland (02)</b>	<b>10.20</b>	<b>9.80</b>	<b>20.00</b>		<b>6.61</b>						
<b>Orissa (07)</b>	<b>40.31</b>	<b>34.30</b>	<b>74.61</b>	<b>31.38</b>	<b>-49.67</b>						
<b>Punjab (09)</b>	<b>45.26</b>	<b>216.44</b>	<b>261.70</b>	<b>-4.18</b>	<b>-4.52</b>						
<b>Rajasthan (05)</b>	<b>140.58</b>	<b>469.67</b>	<b>610.25</b>	<b>-13.07</b>	<b>2.74</b>						

<b>Tamilnadu (04)</b>		<b>535.9 1</b>	<b>535.9 1</b>		<b>12.51</b>
<b>Telangana (04)</b>	<b>623.10</b>		<b>623.1 0</b>	<b>-12.6 0</b>	
<b>Uttar Pradesh (17)</b>	<b>493.39</b>	<b>1767. 63</b>	<b>2261. 02</b>	<b>-10.9 4</b>	<b>-27.3 4</b>
<b>Uttarakhand (03)</b>	<b>17.07</b>	<b>51.20</b>	<b>68.27</b>		<b>24.66</b>
<b>West Bengal (07)</b>	<b>129.51</b>	<b>960.2 7</b>	<b>1089. 78</b>	<b>3.57</b>	<b>-10.7 3</b>