



Union Budget 2026–27 Drives Passenger-Centric Railway Modernisation, Enhanced Safety, and All-Round Regional Development

High-Speed Rail Corridors to Reduce Travel Time; Delhi–Varanasi in 3 Hours 50 Minutes, Varanasi–Siliguri in 2 Hours 55 Minutes, Chennai–Bengaluru in 1 Hour 13 Minutes, Mumbai–Pune in 48 Minutes

Himalayan Rail Expansion to Enhance Pilgrim, Tourist and All-Weather Connectivity; Rishikesh–Karnaprayag Line and Uri Extensions to Improve Access to Remote Areas

Planned 40-km Underground Rail Corridor to Strengthen Connectivity Between Northeast and Rest of India; Four-Line Expansion to Ensure Uninterrupted Passenger and Freight Movement

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Railway development across the country has received a major boost under the Union Budget, with record allocations to states aimed at strengthening connectivity, enhancing passenger safety, modernising infrastructure, and expanding freight networks. This sustained investment reflects the government's commitment to all-round development, positioning railways as a key driver of economic growth and logistics efficiency nationwide.

In the Union Budget 2026–27, the Ministry of Railways has firmly positioned rail investment as a driver of regional integration, passenger convenience, and economic opportunity across states, aligned with priorities such as high-speed connectivity, multi-modal mobility, electrification, and secure logistics.

Major states like Uttar Pradesh are poised for transformation through new bullet-train corridors between Delhi–Varanasi and Varanasi–Siliguri, aimed at sharply reducing travel time between key economic and cultural centres, strengthening tourism flows, and connecting secondary cities along the route. The proposed Varanasi–Siliguri corridor will connect important religious, educational, and medical centres across Uttar Pradesh, Bihar and West Bengal. The Delhi–Varanasi high-speed corridor will enable travel in around 3 hours 50 minutes. Further, the high-speed rail corridor from Varanasi via Patna to Siliguri in West Bengal will enable travel between Varanasi and Siliguri in about 2 hours and 55 minutes. This connectivity is expected to create a new economic corridor across the belt spanning Delhi, Uttar Pradesh, Bihar and West Bengal, significantly boosting regional development and economic activity.

West Bengal is similarly set to benefit from the first high-speed rail service in eastern India linking Siliguri to Varanasi, improving inter-regional mobility and expanding trade and service opportunities. Across the Northeast and adjoining regions, record allocations have triggered new line construction, station redevelopments, and safety enhancements, improving connectivity within remote areas and strengthening links with the rest of the country. These works are expanding access to education, healthcare, tourism, and formal markets, while supporting local enterprises.

A key strategic priority is the planned 40-km underground rail corridor, connecting the North East with the rest of the country. The planning is on to lay underground railway tracks, and also make the existing tracks four-line, creating additional capacity and ensuring uninterrupted, resilient rail movement through this critical transit zone for both passengers and freight.

States such as Punjab, Haryana and Himachal Pradesh have completed 100% electrification and are upgrading stations under the Amrit Bharat Station Scheme, improving rail safety, sustainability, and passenger facilities. In mineral and industrial belts, projects in Jharkhand and the Rowghat–Jagdalpur line in Chhattisgarh are strengthening freight linkages and regional economic activity.

In Southern India, the state-wise railway allocations are clearly geared towards high-impact passenger connectivity, anchored around the emerging high-speed rail “diamond” linking Hyderabad, Bengaluru, Chennai and adjoining urban centres. This network will significantly compress travel times between the south’s major economic engines, enabling seamless movement across the IT, manufacturing and services corridors. Bengaluru, as India’s principal technology hub, stands to gain the most, becoming far more accessible for business travel, talent mobility and inter-state commuting.

After the completion of the high speed corridor, Chennai–Bengaluru will take about 1 hour 13 minutes, Bengaluru–Hyderabad around 2 hours, and Chennai–Hyderabad around 2 hours 55 minutes. This network is expected to serve as a powerful growth multiplier for Karnataka, Telangana, Andhra Pradesh, Tamil Nadu, Kerala and Puducherry, significantly boosting regional development.

In Maharashtra, the major share of the allocation is focused on high-impact, capacity-enhancing projects, particularly the Mumbai–Pune high-speed rail corridor, expansion of congested trunk routes, modernisation and redevelopment of key stations, and strengthening of suburban and inter-city rail services to support the state’s rapidly growing passenger and freight demand.

In western and central India, the upcoming Mumbai–Pune high-speed corridor will reduce travel time to around 48 minutes, effectively integrating the two major urban centres. Further connectivity from Pune to Hyderabad in around 1 hour 55 minutes, and onward links to southern hubs, will create a continuous high-speed spine across regions, benefiting passengers and regional economies alike.

In the Himalayan and northern regions, the budget is set to boost economic access, tourism, and all-weather mobility. Uttarakhand’s Rishikesh–Karnaprayag line, featuring complex tunnels, will improve access to remote areas, reduce travel time, and support pilgrim and tourist flows, alongside broader investments in electrification and safety upgrades. Himachal Pradesh will see focused support for network expansion, modernisation, and electrification, enhancing passenger convenience in hilly terrain. In Jammu & Kashmir, strengthened rail links, including extensions toward Uri, will ensure year-round connectivity despite winter disruptions, benefiting passengers and local economies.

Freight efficiency is being strengthened through the East–West Dedicated Freight Corridor from Dankuni (West Bengal) to Surat (Gujarat), passing through Jharkhand, Bihar, Odisha, and Maharashtra. This corridor will enable faster and more reliable movement of goods, ease congestion on passenger lines, reduce logistics costs, and support industrial and trade growth across these key economic states.

For passengers, these initiatives mean shorter travel times, safer and more comfortable trains, modernised stations, reduced overcrowding, and improved last-mile connectivity. At the same time, Indian Railways' long-term goal of 3,000 million tonnes of freight loading will be supported through dedicated freight corridors, modern locomotives, upgraded tracks, and advanced signaling, allowing goods to move faster without disrupting passenger services. Higher capital investment across states will create jobs, boost regional development, and strengthen local economies. With strong coordination between the Union and state governments, the vision of Viksit Bharat can be realised. Following the policy announcement, detailed planning and implementation will now begin to turn this vision into reality.

State-wise Rail Budget Allocation Details

Andhra Pradesh: Andhra Pradesh has witnessed a remarkable transformation in its railway infrastructure, with the annual average budget for the state and Telangana increasing elevenfold from ₹886 crore in 2009–14 to ₹10,134 crore in 2026–27. This significant investment has supported ongoing projects worth ₹92,649 crore.

Assam & NE Region: Assam and the North-East region have experienced substantial railway development, with the annual average budget increasing more than fivefold from ₹2,122 crore in 2009–14 to ₹11,486 crore in 2026–27. This funding has facilitated ongoing projects totaling ₹72,468 crore.

Bihar: Bihar has experienced a transformative expansion of its railway infrastructure, with the annual average budget increasing ninefold from ₹1,132 crore in 2009–14 to ₹10,379 crore in 2026–27. This unprecedented investment has supported ongoing projects totaling ₹1,09,158 crore.

Chhattisgarh: Chhattisgarh has witnessed a remarkable transformation in its railway infrastructure, with the annual average budget rising 24-fold from ₹311 crore in 2009–14 to ₹7,470 crore in 2026–27. This significant investment has supported ongoing projects totaling ₹51,080 crore.

Delhi: Delhi has experienced a significant transformation in its railway infrastructure, with the annual average budget increasing 28-fold from ₹96 crore in 2009–14 to ₹2,711 crore in 2026–27. This investment has facilitated ongoing projects totaling ₹8,976 crore.

Goa: Goa's railway infrastructure has received a significant boost, with an allocation of ₹515 crore in 2026–27 supporting ongoing projects totaling ₹4,344 crore.

Gujarat: Gujarat's railway infrastructure has undergone a remarkable transformation, with the annual average budget increasing 29 times from ₹589 crore during 2009–14 to ₹17,366 crore in 2026–27. This historic investment has enabled ongoing works worth ₹1,28,748 crore.

Haryana: Haryana has experienced a transformative expansion of its railway infrastructure, with the annual average budget increasing 11-fold from ₹315 crore in 2009–14 to ₹3,566 crore in 2026–27. This historic investment has supported ongoing projects totaling ₹12,091 crore.

Himachal Pradesh: Himachal Pradesh has witnessed a significant transformation in its railway infrastructure, with the annual average budget increasing 27-fold from ₹108 crore in 2009–14 to ₹2,911 crore in 2026–27. This investment has supported ongoing projects totaling ₹17,711 crore.

Jammu & Kashmir: Jammu & Kashmir has seen steady development in its railway infrastructure, with the annual average budget increasing from ₹1,044 crore in 2009–14 to ₹1,086 crore in 2026–27. This investment supports ongoing projects totaling ₹522 crore.

Jharkhand: Jharkhand has experienced a transformative boost in its railway infrastructure, with the annual average budget increasing 16-fold from ₹457 crore in 2009–14 to ₹7,536 crore in 2026–27. This historic investment has supported ongoing projects totaling ₹63,470 crore.

Karnataka: Karnataka has witnessed significant growth in its railway infrastructure, with the annual average budget increasing ninefold from ₹835 crore in 2009–14 to ₹7,748 crore in 2026–27. This investment has supported ongoing projects totaling ₹52,950 crore.

Kerala: Kerala has witnessed an unprecedented surge in investment and development in its railway infrastructure, with the state's annual average railway budget allocation rising nearly tenfold from ₹372 crore in 2009–14 to ₹3,795 crore in 2026–27. This historic funding push has supported ongoing works worth ₹18,041 crore.

Madhya Pradesh: Madhya Pradesh has witnessed a transformative surge in railway investment, with the annual average budget increasing 24-fold from ₹632 crore in 2009–14 to ₹15,188 crore in 2026–27. This historic allocation has supported ongoing projects totaling ₹1,18,379 crore.

Maharashtra: Maharashtra has undergone a historic transformation in its railway infrastructure, with the annual average budget increasing 20-fold from ₹1,171 crore in 2009–14 to ₹23,926 crore in 2026–27. This unprecedented investment has supported ongoing projects totaling ₹1,70,058 crore.

Odisha: Odisha has witnessed a significant transformation in its railway infrastructure, with the annual average budget increasing 13-fold from ₹838 crore in 2009–14 to ₹10,928 crore in 2026–27. This historic investment has supported ongoing projects totaling ₹90,659 crore.

Punjab: Punjab has witnessed a remarkable transformation in its railway infrastructure, with the annual average budget increasing 25-fold from ₹225 crore in 2009–14 to ₹5,673 crore in 2026–27. This historic investment has supported ongoing projects totaling ₹26,382 crore.

Rajasthan: Rajasthan has witnessed a major transformation in its railway infrastructure, with the annual average budget increasing 15-fold from ₹682 crore in 2009–14 to ₹10,228 crore in 2026–27. This historic investment has supported ongoing projects totaling ₹56,863 crore.

Tamil Nadu: Tamil Nadu has witnessed a major transformation in its railway infrastructure, with the annual average budget increasing ninefold from ₹879 crore in 2009–14 to ₹7,611 crore in 2026–27. This substantial investment has supported ongoing projects totaling ₹35,701 crore.

Telangana: Telangana has witnessed significant growth in its railway infrastructure, with the annual average budget increasing sixfold from ₹886 crore (Andhra Pradesh + Telangana) in 2009–14 to ₹5,454 crore in 2026–27. This major investment has supported ongoing projects totaling ₹47,984 crore.

Uttar Pradesh: Uttar Pradesh has witnessed a historic transformation in its railway infrastructure, with the annual average budget increasing 18-fold from ₹1,109 crore in 2009–14 to ₹20,012 crore in 2026–27. This massive investment has supported ongoing projects totaling ₹92,056 crore.

Uttarakhand: Uttarakhand has witnessed a remarkable transformation in its railway infrastructure, with the annual average budget increasing 26-fold from ₹187 crore in 2009–14 to ₹4,769 crore in 2026–27. This investment has supported ongoing projects totaling ₹39,491 crore.

West Bengal: West Bengal has witnessed a major transformation in its railway infrastructure, with the annual average budget increasing threefold from ₹4,380 crore in 2009–14 to ₹14,205 crore in 2026–27. This historic investment has supported ongoing projects totaling ₹92,974 crore.

Dharmendra Tewari/ Dr. Nayan Solanki/ Ritu Raj/ Manik Sharma

