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# PMGSY Extended to March 2028 — ₹83,977 Crore for Rural Road Connectivity

19 April 2026

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# PMGSY Extended to March 2028 — ₹83,977 Crore for Rural Road Connectivity

19 April 2026 · 3 min read

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## WHY IN NEWS

The **Union Cabinet** has approved an extension of the **Pradhan Mantri Gram Sadak Yojana (PMGSY)-III** from March 2025 to **March 2028**, with a revised outlay of **₹83,977 crore** — an increase of ₹3,727 crore over the earlier allocation of ₹80,250 crore. Additionally, bridge construction projects in hilly regions have been extended until **March 2029**, and 161 pending Long Span Bridge projects worth ₹961 crore are to be implemented under the revised framework.

## WHAT IS PMGSY?

The **Pradhan Mantri Gram Sadak Yojana (PMGSY)** is a **Centrally Sponsored Scheme** launched in **2000** by the NDA-I government (PM Atal Bihari Vajpayee) under the Ministry of Rural Development. Its primary objective is to provide **all-weather road connectivity** to unconnected rural habitations, enabling access to markets, schools, hospitals, and other essential services.

## Phases of PMGSY

| PHASE            | YEAR | KEY FOCUS  |
|------------------|------|--|
| <b>PMGSY-I</b>   | 2000 | Connect habitations above population thresholds (1,000+ in plains; 500+ in hills, tribal, LWE areas) |
| <b>PMGSY-II</b>  | 2013 | Upgradation of existing rural roads to improve road standards  |
| <b>RCPLWEA</b>   | 2016 | Road Connectivity Project for Left Wing Extremism Affected Areas — special focus on LWE districts    |
| <b>PMGSY-III</b> | 2019 | Consolidation — upgrading 1.25 lakh km of roads; focus on completing remaining connectivity          |

## KEY FEATURES OF THE EXTENSION

### Financial Structure

| PARAMETER                         | DETAILS                              |
|-----------------------------------|--------------------------------------|
| Revised total outlay              | <b>₹83,977 crore</b>                 |
| Increase over earlier allocation  | ₹3,727 crore                         |
| Earlier allocation (PMGSY-III)    | ₹80,250 crore                        |
| Extension period                  | March 2025 → <b>March 2028</b>       |
| Bridge projects (hilly regions)   | Extended to <b>March 2029</b>        |
| Long Span Bridge projects pending | 161 projects worth <b>₹961 crore</b> |

### Centre-State Cost Sharing

| CATEGORY                                | CENTRAL SHARE          | STATE SHARE |
|---|------------------------|-------------|
| General States                          | 60%                    | 40%         |
| North-Eastern States                    | 90%                    | 10%         |
| Himalayan States (J&K, HP, Uttarakhand) | 90%                    | 10%         |
| Union Territories                       | 100% (Central funding) | —           |

## SIGNIFICANCE OF RURAL ROAD CONNECTIVITY

### Economic Impact

- **Market access:** All-weather roads allow farmers to transport produce to markets reliably, reducing post-harvest losses
- **Input supply:** Easier access to agricultural inputs (seeds, fertilisers) lowers production costs
- **Non-farm employment:** Road connectivity attracts small enterprises and MSME activity in rural areas

### Social Impact

- **Education:** Reduces school dropout rates by improving access to schools

- **Healthcare:** Critical for emergency medical access; reduces maternal and infant mortality in remote areas
- **Financial inclusion:** Better connectivity supports banking, insurance, and digital service access

## Internal Security

The **RCPLWEA** component is explicitly designed to extend state reach into Left Wing Extremism (LWE)-affected districts where poor connectivity has historically allowed Maoist groups to operate. Roads substitute for armed presence in building state legitimacy.

## IMPLEMENTATION FRAMEWORK

**Nodal Ministry:** Ministry of Rural Development

**Implementing Agency:** State governments, with technical support from the **National Rural Roads Development Agency (NRRDA)**

**Quality monitoring:** Third-party quality monitoring, online monitoring through **OMMAS** (Online Management, Monitoring and Accounting System)

## PMGSY Online Systems

- **OMMAS:** Tracks road completion, fund utilisation, quality inspections
- **GIS Mapping:** All PMGSY roads are geo-tagged for satellite monitoring
- **Community Monitoring:** Local elected representatives and citizen groups involved in inspections

## UPSC RELEVANCE

*Rural road connectivity, all-weather road standards, Centre-State cost-sharing in CSS. **GS2 – Governance:** Federalism in Centrally Sponsored Schemes, Left Wing Extremism policy, social sector outcomes. **GS1 – Geography:** Hill terrain road construction challenges, Himalayan connectivity.*

## Key Linkages:

- PMGSY + agriculture → reduced post-harvest losses → rural income support → food security
- PMGSY in LWE districts → state penetration → reduced Maoist influence (link to today's Naxal decline article)
- All-weather roads → disaster **resilience** → NDMA and Sendai Framework connectivity goals
- NITI Aayog SDG India Index: rural connectivity is a direct SDG 9 (Industry, Innovation, Infrastructure) metric

**FACTS CORNER**

PMGSY launched: 2000; under Ministry of Rural Development

Phase III launched: 2019; target: upgrade 1.25 lakh km of rural roads

Revised outlay: ₹83,977 crore (extended to March 2028)

Increase: ₹3,727 crore over earlier ₹80,250 crore

Bridge extension: hilly regions → March 2029; 161 Long Span Bridge projects (₹961 crore)

Centre-State sharing: 60:40 (general); 90:10 (NE + Himalayan states)

RCPLWEA: Road Connectivity Project for Left Wing Extremism Affected Areas (2016)

NRRDA: National Rural Roads Development Agency — technical agency under MoRD

OMMAS: Online Management, Monitoring and Accounting System — PMGSY's real-time monitoring platform

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