

## ABSTRAK

### KELAYAKAN REKOMENDASI KEBIJAKAN INTEGRASI ANTARMODA PASCA PEMBANGUNAN JALAN TOL TRANS SUMATERA TAHUN 2021

Oleh

**RIDO PUTRI MASHURI**

Beberapa Pusat Kegiatan Lokal (PKL) di Lampung memiliki waktu tempuh menuju jalan tol diatas 1 jam diantaranya Mesuji, Way Kanan, Gaya Baru dan Tanggamus. Selain itu ada PKL yang tidak memiliki aksesibilitas yakni Pesisir Barat dan Liwa. Penelitian ini bertujuan untuk mengetahui apakah Rekomendasi Kebijakan Integrasi Antarmoda Pasca Pembangunan Jalan Tol Trans Sumatera ini layak atau tidak untuk merekomendasikan. Penelitian ini menggunakan teori Bardach yang terdiri dari empat indikator yakni *Technical Feasibility*, *Economic and Financial Possibility*, *Political Viability* dan *Administrative Operability*.

Penelitian ini menggunakan metode penelitian kualitatif dengan teknik pengumpulan data wawancara dan dokumentasi. Wawancara dilakukan di Badan Penelitian dan Pengembangan Daerah Provinsi Lampung, Badan Perencanaan Pembangunan Daerah Provinsi Lampung, Dinas Perhubungan Provinsi Lampung, Dinas Bina Marga dan Bina Konstruksi Provinsi Lampung serta Dosen Teknik Sipil Universitas Lampung.

Hasil penelitian berdasarkan indikator pertama *Technical Feasibility* menyatakan bahwa Rekomendasi Kebijakan Integrasi Antarmoda perlu direkomendasikan karena akan memberikan dampak positif bagi perkembangan wilayah yang memiliki potensi ekonomi di Provinsi Lampung. Berdasarkan indikator *Economic and Financial Possibility* dari hasil penelitian diketahui bahwa biaya yang dibutuhkan dalam mengimplementasikan rekomendasi kebijakan ini sangat besar dan ini akan menjadi kendala pemerintah dalam hal pembiayaan. Hasil penelitian berdasarkan indikator *Political Viability* menyatakan rekomendasi kebijakan integrasi antarmoda akan diterima oleh para actor politik yang ada di Provinsi Lampung dan berdasarkan indikator *Administrative Operability* menyatakan bahwa dukungan baik peralatan fisik maupun administrasi sudah cukup memadai dalam mendukung pelaksanaan rekomendasi kebijakan integrasi antarmoda. Maka dari hasil penelitian disimpulkan bahwa rekomendasi kebijakan integrasi antarmoda pasca pembangunan jalan tol trans sumatera tahun 2021 layak untuk direkomendasikan.

Kata Kunci : Integrasi Antarmoda, Aksesibilitas, Kelayakan

## **ABSTRAK**

### **FEASIBILITY OF RECOMMENDATIONS OF INTERMODAL INTEGRATION POLICY POST THE CONSTRUCTION OF THE TRANS SUMATERA TOLL ROAD IN 2021**

**By**

**RIDO PUTRI MASHURI**

Some Local Activity Centers (PKL) in Lampung have low accessibility including Mesuji, Way Kanan, Gaya Baru and Tanggamus. In addition, there are street vendors who do not have accessibility, namely Pesisir Barat and Liwa. This study aims to find out whether the Policy Recommendations for Intermodal Integration After the Construction of the Trans Sumatra Toll Road are feasible or not for recommendations. This study uses Bardach's theory which consists of four indicators namely Technical Feasibility, Economic and Financial Possibility, Political Viability and Administrative Operability.

This study uses qualitative research methods with interview and documentation data collection techniques. Interviews were conducted at the Regional Research and Development Agency for Lampung Province, the Regional Development Planning Agency for Lampung Province, the Lampung Province Transportation Service, the Highways and Construction Services for Lampung Province and a Lecturer in Civil Engineering at the University of Lampung.

The results of the research based on the first indicator of Technical Feasibility stated that the Intermodal Integration Policy Recommendation needs to be recommended because it will have a positive impact on the development of areas that have economic potential in Lampung Province. Based on the Economic and Financial Possibility indicators from the research results it is known that the costs required to implement these policy recommendations are very large and this will become an obstacle for the government in terms of financing. The results of the research based on the Political Viability indicator stated that the intermodal integration policy recommendations would be accepted by political actors in Lampung Province and based on the Administrative Operability indicator stated that the support for both physical and administrative equipment was sufficient in supporting the implementation of the intermodal integration policy recommendations. So from the results of the study it was concluded that the recommendations for intermodal integration policies after the construction of the Trans Sumatran toll road in 2021 are worthy of recommendation.

Keywords : Intermodal Integration, Accessibility, Feasibility