

Development of Transportation System in Order to Increase Local Revenue in Banjar City

Rd Dita Prahesti Nurjanah, Zahra Puspita

Universitas Swadaya Gunung Jati, Indonesia

Email: araaaaa1606@gmail.com, radendita74@gmail.com

ABSTRACT

Keywords: Transport System, Effectiveness, Community Mobility, Economic Growth, Development Factors	The Banjar City Government has been working to improve the transportation system through road construction and the provision of public transport. An effective transportation system is key to supporting sustainable urban development. Banjar City has a strategic position on the cross-province route so that it can utilize this potential to improve connectivity with other regions. This study investigates the effectiveness of the transport system in Banjar City, focusing on its role in supporting community mobility and economic growth. The research was conducted over a period of six months, starting after approval of the research proposal and completion of the necessary permits. The main research questions included evaluating the effectiveness of the transport system in facilitating mobility and economic development, as well as identifying factors that influence the successful development of the transport system in the region. The theoretical implications of this research aim to contribute to the advancement of knowledge in the field of transport, providing insights that can enhance understanding and inform future developments. The concept of effectiveness is central to this research, defined as the extent to which predetermined objectives are achieved, with higher effectiveness indicated by outcomes aligned with these objectives. The findings are expected to offer valuable recommendations to policy makers and stakeholders involved in transport planning and development, ultimately leading to an improved transport system that better serves the needs of society and supports economic growth
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INTRODUCTION

Banjar City, located in West Java, has significant potential to develop as an economic and social center. However, rapid population growth and increased economic activity have presented challenges in the existing transportation system. According to BPS (2022) the high population growth in Banjar City contributes to the increasing need for an efficient transportation system. The Banjar City government has attempted to improve the transportation system through road construction and the provision of public transport. An effective transportation system is key to supporting sustainable urban development. Development of transportation infrastructure. This will increase population mobility and facilitate the flow of goods. Material from the Ministry of Transportation

(2021) shows that an integrated transportation system can improve regional competitiveness.

Banjar City has a strategic position on the cross-province route so that it can utilize this potential to improve connectivity with other regions. Research by Supriyadi et al (2020) explains that cities with good transportation infrastructure tend to attract more investment. Currently, most people in Banjar City still rely on private vehicles, which causes congestion and air pollution. According to research by Budiarto (2021) a shift from private vehicles to public transportation can reduce negative impacts on the environment and improve quality of life. The Banjar City Government has attempted to overcome transportation problems through road construction and the provision of public transportation. However, the results achieved are still less than optimal.

The development of information technology can be utilized to improve the transportation system. Research by Rahmawati et al., (2022) shows that technology-based transportation applications can help users get relevant information and improve the efficiency of the transportation system. Transportation system development is not only related to infrastructure, but also must consider social and cultural aspects. A collaborative approach can help address the financial issues faced in transportation projects. Through this research, it is expected to formulate useful recommendations for the government and stakeholders in developing a better transportation system. Thus, Banjar City is expected to become a more developed, comfortable, and sustainable city for all its citizens (Banjar City, Medium Term Development Plan, 2022).

Previous research by Safitri et al. (2021) showed that sustainable transportation development in urban areas relies heavily on the integration between physical infrastructure and information technology-based systems. In addition, the study by Santosa et al. (2020) highlighted the importance of community involvement in transportation planning to improve the effectiveness of transportation policy implementation. Compared to previous studies that focused more on infrastructure or technology aspects alone, this research brings novelty by analyzing a collaborative approach involving the government, private sector, and local communities in the development of the transportation system in Banjar City. By combining technological and social approaches, this research provides a more holistic perspective for sustainable urban transportation development.

This research aims to analyze the conditions and challenges of the transportation system in Banjar City and formulate recommendations for developing a more effective and sustainable transportation system. In particular, this study aims to evaluate the role of technology integration, infrastructure, and community participation in building efficient transportation.

METHOD

This research was conducted in Banjar City at Jl. RE. Kosasih No.27, Banjar, Kec. Banjar, Kota Banjar, West Java 46311. Depending on the problem the author is

researching, the research will be conducted over a period of six months after approval of the research proposal or after approval is granted, until the main study is completed.

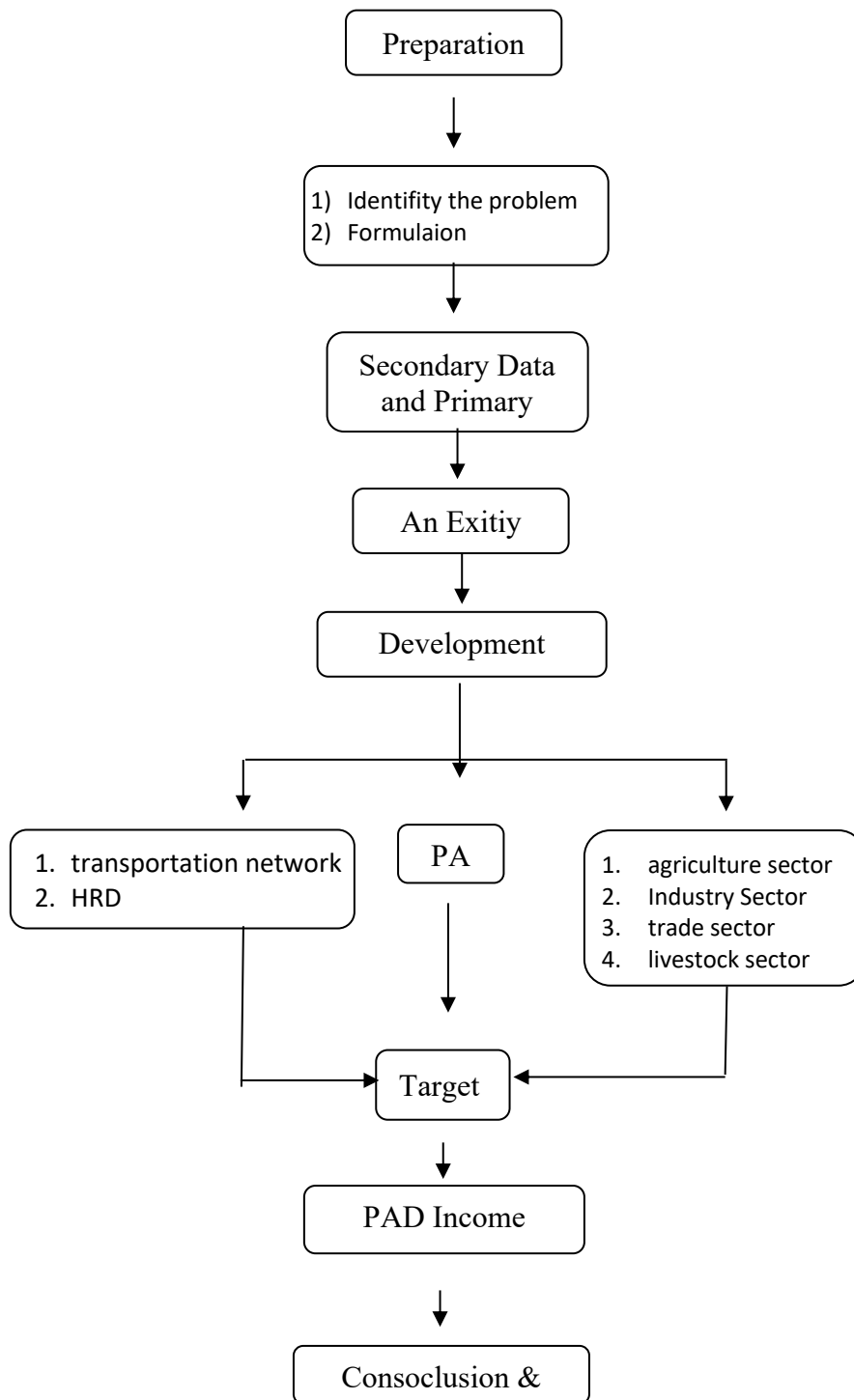


Figure 1. Flowchart Research Methodology

This research uses qualitative and descriptive methods with the aim of understanding and solving current problems. Descriptive research aims to obtain information about the current conditions and identify the relationship between existing variables, as stated by Heribertus B. B. Qualitative research itself aims to understand phenomena related to the experiences of research subjects, such as behavior, perception, and motivation. In line with that, Bogdan and Taylor (in Moleong, 2004: 4) explained that qualitative research methods produce descriptive data in the form of written, spoken words, and the behavior of people observed. This descriptive study aims to describe, record, analyze, and interpret the situation that is happening, and identify the relationship between existing variables (Mardaris, 2004: 26). In qualitative research, the basic strategy used is generally a case study. In addition, there are two types of research strategies, namely embedded research and open research.

The data analysis in this study was carried out through several systematic stages to ensure the accuracy and depth of the findings. First, data reduction was performed by selecting, simplifying, and organizing the collected data from interviews, observations, and document studies. Only data relevant to the research focus, such as transportation infrastructure development, public transportation use, and stakeholder collaboration challenges, were retained for further analysis. Next, the reduced data were presented through data display in the form of thematic tables and descriptive narratives to facilitate the identification of emerging patterns, relationships between variables, and field dynamics.

RESULTS AND DISCUSSION

Statistical Data on Food Crops in Banjar City

A. Paddy

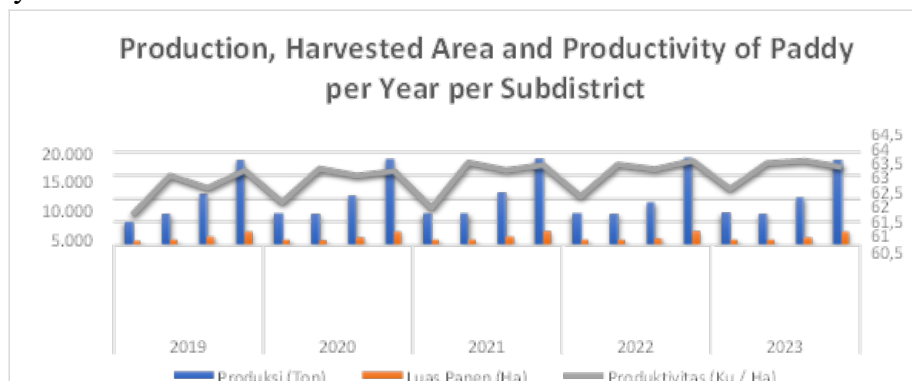


Figure 2. Paddy

B. Maize

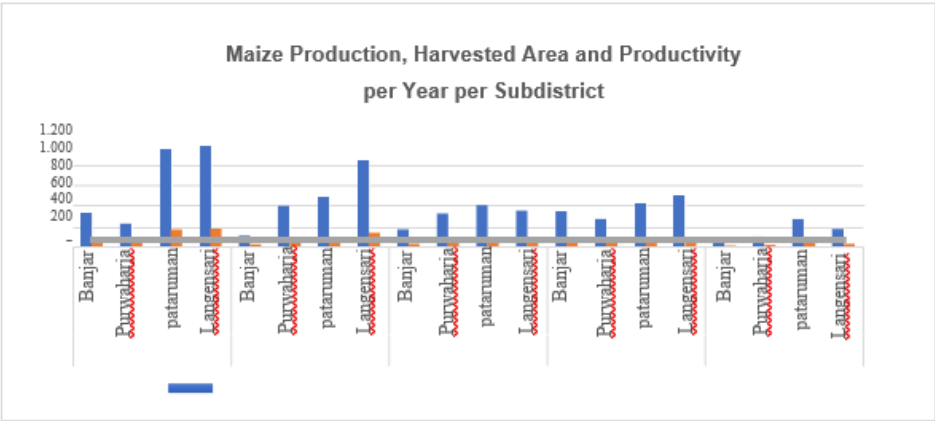


Figure 3. Maize

C. Peanut

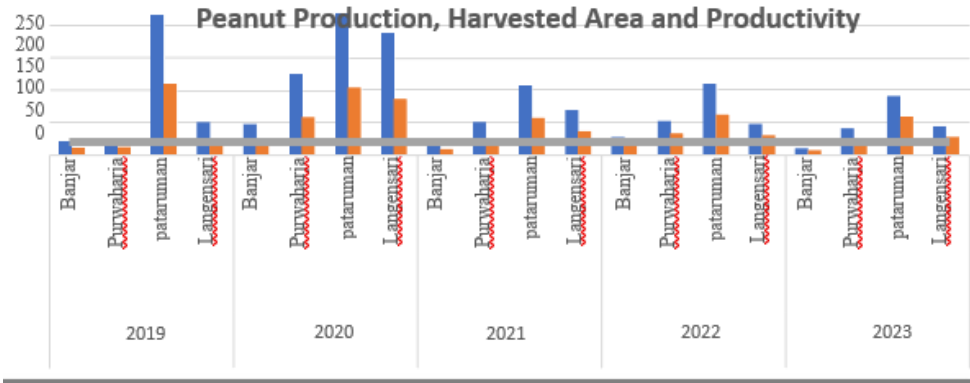


Figure 4. Peanut

Industry Sector

Industrial development in Kota Banjar has become the main focus of the local government in an effort to improve the local economy and create jobs. Located in West Java Province, Banjar has strategic advantages in the form of funiture and improved infrastructure. With this very strategic location, Banjar City is able to make good use of every opportunity it has, especially the economic opportunities that are so great if it is able to utilize and manage them well. The city has a long history as a trading center, and in line with national economic growth, Banjar has the potential to become a rapidly growing industrial center. The construction of toll roads, improved ports, and better accessibility have been an integral part of this effort. In addition, supporting policies such as tax incentives and efficient licensing have encouraged investment in various industrial sectors in Banjar City.

Trade Development

Recent data shows that the number of markets increased to 7 units in 2020, with four well-known markets namely Pasar Banjar, Pasar Langensari, Pasar Langkap

managed by PD Pasar, and the individually managed Pasar Rejasari. In addition, the available kiosks also increased to 1,772 units in 2020, experiencing a growth of 2.72 percent compared to the previous year.

The Role Of Industry In Technology Development

Industry plays an important role in technology development in Kota Banjar. Industry can provide economic impetus and incentives for investment in research and technology development. Some of the main roles of industry in technology development in Banjar city include: Employment Generation: Industry can create jobs for local residents, including technology experts and engineers, who can contribute to technological development in the region, Technology Infrastructure: Industries can build technology infrastructure such as research centers and laboratories that support local technology development, Industry-Academia Partnerships: Industry can collaborate with local, Educational institutions and local research centers to support technology research and development, Product and Process Innovation: Industries can drive innovation in their own products and processes, which in turn can stimulate technology development in related sectors, Research Funding: Industrial companies can provide funding for innovative technology research projects in Banjar City.

Number Of Livestock In Farm Business Households

Number of Livestock in Farm Business Households by Subdistrict and Type of Livestock Raised (households), 2023

Table 1. Number of Livestock in Livestock Business Households					
District	Agricultural Households Raising Livestock	Type of Livestock			
		Beef Cattle	Dairy Cattle	Beef Buffalo	Beef Buffalo
(1)	(2)	(3)	(4)	(5)	(6)
Banjar	1.689	32	-	-	-
Purwaharja	630	31	-	-	-
Pataruman	1.817	35	-	-	-
Langensari	4.435	97	-	2	-
Kota Banjar	8.571	195	-	2	-

Regional Finance

Local Income

Regional revenue forecasts are conducted to maintain a snapshot of the region's revenue capacity in a future five-year forecast to calculate a framework for funding regional development. Average growth rates for all regional revenue objectives are determined by the accuracy of receiving macroeconomic indicators, guidelines for the

financial sector, and guidelines for intensifying and expanding regional revenue resources.

Regional Revenue

Regional Revenues come from local regional revenues, compensation funds, and other authorized regional revenues. Based on the 2019-2023 data, the implementation of the Banjar Regulation's own-source revenue (PAD) was able to contribute an average of 17.00% of the region's overall revenue over 10.34% from 2019 to 2023. This large shift is due to an increase in Adjustment Funds related to regional transfer funds for professional allowances for PNSD teachers, additional income for PNSD teachers, and Village Funds from the APBN.

Table 2. Regional Revenues for PNSD teachers

NO	DESCRIP TION	2019		2020		2021		2022		2023		AVER AGE GRO WTH RATE/ TH (%)
		(Rp)	propo rtion (%)	(Rp)	Propo rtion %	(Rp)	Propo rtion %	(Rp)	Propo rtion %	(Rp)	Propor tion %	
1.	Revenue											7,84
1. 1	Local Revenue	452, 87	16,6	478 ,69	15,14	529, 05	15,7	779 ,13	21,7	584, 87	15,88	9,64
1. 1. 1	Local Tax Revenue	120, 41	4,4	139 ,38	4,41	158, 18	4,7	186 ,14	5,2	207, 90	5,64	14,66
1. 1. 2	Local Retributi on Proceeds	28,9 5	1,1	33, 61	1,06	38,8 2	1,2	40, 17	1,1	42,6 3	1,16	10,22
1. 1. 3	Result of Manage ment of Separate d Regional Wealth Separate d Wealth Manage ment	8,62	0,3	8,8 9	0,28	6,39	0,2	7,2 2	0,2	7,89	0,21	-0,51
1. 1. 4	Other Legitima te Local Owned Revenue	294, 89	10,8	296 ,80	9,39	325, 66	9,7	545 ,60	15,2	326, 45	8,86	9,44
1. 2	Balance Fund	1.58 5,73	58,0	1.691 ,68	53,51	2.158 ,78	64,2	2.074 ,52	57,8	2.07 0,43	56,21	7,55
1. 2. 1	Tax Revenue Sharing/ Non-Tax Revenue Sharing Funds	102, 72	3,8	74, 02	2,34	99,4 5	3,0	97, 88	2,7	87,1 6	2,37	-1,51

NO	DESCRIP TION	2019		2020		2021		2022		2023		AVER AGE GRO WTH RATE/ TH
		(Rp)	propo rtion (%)	(Rp)	Propo rtion %	(Rp)	Propo rtion %	(Rp)	Propo rtion %	(Rp)	Propor tion %	(%)
1. 2. 2	General Allocati on Fund	1.40 6,86	51,5	1.431 ,94	45,29	1.52 1,88	45,3	1.495 ,14	41,6	1.50 0,54	40,74	1,67
1. 2. 3	Special Allocati on Fund	76,1 5	2,8	185 ,71	5,87	537, 44	16,0	481 ,49	13,4	482, 73	13,11	80,81
1. 3	Other Legitimat e Regional revenues	694, 98	25,4	991 ,34	31,35	674, 59	20,1	737 ,69	20,5	1.02 7,83	27,91	14,84
1. 3. 1	Grant Revenue	0,90	0,0	-	0,00	16,5 9	0,5	-	0,0	214, 04	5,81	
1. 3. 2	Emergen cy Fund	-	0,0	-	0,00	-	0,0	-	0,0	-		
1. 3. 3	Provinci al Tax Revenue Sharing	203, 16	7,4	241 ,17	7,63	237, 55	7,1	255 ,60	7,1	282, 19	7,66	8,80
1. 3. 4	Adjustm ent and Special Autono my Funds	376, 93	13,8	593 ,05	18,76	282, 55	8,4	368 ,00	10,2	405, 99	11,02	11,39
1. 3. 5	Financia l Assistan ce from Prov./Ot her Govern ments	113, 99	4,2	157 ,12	4,97	137, 90	4,1	114 ,09	3,2	125, 61	3,41	4,60
Total		2.733, 58		3.16 1,71		3.362 ,41		3.59 1,34		3.683, 13		

Local Original Revenue (PAD)

While the contribution to local revenue from own-source revenues (PAD) in the Banjar regulation has fluctuated, it has declined over the last five years, so the dependency on central government, particularly the General Allocation Fund (DAU), is still fantastic. When the growth rate of PAD is taken into account between 2019 and 2023, the average growth rate is 9.64% per year.

Regional Revenue Projections And Policies

In Banjar City, the two sectors that make the main contribution to the economy are the Trade, Hotels and Restaurants sector and the Agriculture and Services sector. When

determining the revenue forecast, we must take into account the past and be based on the assumptions we have made. Assumptions based on the APBD regional revenue forecast include: 1. The original revenue for the region is as follows each year: Objects and taxpayers and taxes rise, Increase in taxes and taxes of various types, Tax Sales Value (NJOP) of PBB-P2 and BPHTB, Other legitimate revenues increase in PAD, including dividends, profit sharing such as demand deposits. 2. As long as there are no fundamental policy changes from the central government, there is a tendency for equalization funds to increase every year, with the following description: there is an increase in revenue funds in line with the increase in state revenues, there is an increase in DAU, especially the policy of adding new employees and increasing employee salaries, there is an increase in DAK, both physical and non-physical, to support the pace of development of a region. 3. As long as there are no fundamental policy changes from the Central Government and the West Java Provincial Government, other legal local revenues have increased every year, including: There is an increase in revenue funds from provincial taxes in line with provincial revenues, an increase in grants for School Operational Assistance (BOS) which is accompanied by an increase in the number of students and the price of a single BOS education product, there is an increase in revenue funds from provincial taxes in line with provincial revenues, there is an increase in financial assistance to help accelerate development.

Projected Regional Financing

Regional financing is the allocation of funds designed to manage any receipts that must be repaid and expenditures that will be received back, both in the relevant fiscal year and in subsequent years. Some data and information that affect the amount of real surplus in future budget calculations include: Assumptions regarding macroeconomic indicators, such as PDRB, economic growth rate, inflation, and so on, Policies to settle regional obligations; and Efficiency policies in regional expenditures as well as efforts to increase revenues.

Pdrb Growth

One important indicator to determine the economic development of a region in a period can be described from the Gross Regional Domestic Product (PDRB) data. The amount of PDRB can be used as an indicator in assessing the economic performance of a region in a certain period, especially those associated with the ability of a region to manage its resources. PDRB can also be used to determine the value of products produced by all factors of production, the magnitude of the rate of economic growth and the structure of the economy in one period in a particular region. The PDRB value of Banjar City at current prices in 2023 reached 4,916,166.5 million rupiah. Nominally, this PDRB value has increased compared to 2022 which reached 4,656,636.1 million rupiah. The increase in PDRB value was influenced by increased production in all business fields and inflation.

Based on constant 2010 prices, the GRDP figure also increased, from 3,365.25 billion rupiah in 2022 to 3,506.25 billion rupiah in 2023. This shows that during 2022 Kota Banjar experienced economic growth of around 4.19 percent, which is better than the previous year. This increase in PDRB is purely due to increased production in all business fields, without being influenced by inflation. Over the last five years (2019-2023), the economic structure of Kota Banjar has been dominated by 5 (five) categories.

Banjar is dominated by 5 (five) business field categories, including: 1) Wholesale and Retail Trade, Car and Motorcycle Repair, 2) Agriculture, Forestry and Fisheries, 3) Construction, 4) Processing Industry and 5) Government Administration, Defense and Compulsory Social Security. This can be seen from the role of each business field in the formation of Banjar City's PDRB. When compared to national growth, the ADHK 2010 PDRB growth rate of Kota Banjar for 2023 of 4.19% is still below the national economic growth of 5.31%. For 2021, the growth rate of Kota Banjar is 3.36% while the national growth rate is 3.69%.

Table 3. Value PDRB
Value PDRB (Bilion Rupiah)

Description	Year				
	2019	2020	2021	2022	2023
PDRB ADHB	4.106,62	4,379,81	4.445,12	4.656,64	4.916,17
PDRB ADHK 2010	3.067,11	3.221,45	3.251,76	3.365,25	3.506,25

Economic Growth Rate (LPE)

The rate of economic growth (LPE) is a macroeconomic indicator that illustrates how far the success of a region's development in a certain period of time. The rate of economic growth (LPE) is calculated based on changes in the ADHK PDRB of the relevant year against the previous year. During the last four years (2019-2023) the economic structure of Kota Banjar was dominated by 5 (five) business field categories, including:

- 1) Wholesale and Retail Trade, Car and Motorcycle Repair,
- 2) Agriculture, Forestry and Fisheries,
- 3) Construction,
- 4) Processing Industry and
- 5) Government Administration, Defense and Compulsory Social Security.

Overall, the growth of the Gross Regional Domestic Product (PDRB) of Kota Banjar from 2019-2023 shows a positive trend despite a slowdown in 2020 due to the Covid-19 pandemic. If compared to the economic growth of the West Java province, the economic growth rate of Kota Banjar for 2023 of 4.19% is still below the growth of the West Java province of 5.45%. When ranked, in 2023 the PDRB growth of Kota Banjar is ranked 25th in the Regency / City in the West Java Province or in the bottom 3, above Cirebon Regency and Indramayu Regency.

PDRB Per Capita

PDRB per capita is often used as a reference to measure the welfare of the population. The higher the PDRB per capita of a region, the better the economic level of the region, although this measure does not include the factor of income disparity between residents. PDRB per capita at current prices shows the value of GRDP per head or per one person of the population.

The value of GRDP per capita of Banjar City at current prices from 2019 to 2023 continues to increase but there is a decline in 2021. In 2019, PDRB per capita was recorded at 21.10 million rupiah. Nominally, it continued to increase until 2023, reaching 24.34 million rupiah and decreased in 2024 to 23.01. The decrease in PDRB per capita in 2024 is partly due to restrictions on economic activities in order to suppress the transmission of infection. Restrictions on economic activities in order to suppress the transmission of Covid-19.

Table 4. Value PDRB

Value PDRB (Bilion Rupiah)					
Description	Tahun				
	2019	2020	2021	2022	2023
ADHB	4.106,62	4,379,81	4.445,12	4.656,64	4.916,17
ADHK 2010	3.067,11	3.221,45	3.251,76	3.365,25	3.506,25
PDRB Per Capita (Bilion Rupiah)					
ADHB	22,463	23,508	22,184	22,892	23,812
ADHK 2010	16,777	17,291	16,229	16,544	16,983
Growth GRDP per capita ADHK 2010	4,80	3,06	-6,14	1,94	2,66
Total Population (thousand people)					
Total Population	182.819	183.110	200.972	203.420	206.457
Population growth (%)	0,24	0,16	1,38	0,91	1,49

Over the last five years (2019 - 2023) the amount of GRDP per capita has tended to increase, in line with the increase in GRDP, although on the one hand the population of Kota Banjar has increased. This indicator shows that, economically, each resident of Banjar City is able to create, on average, GRDP or (added value) equal to the per capita value in each of those years.

The GRDP per capita of Kota Banjar in 2019 reached 22.46 million rupiah and in 2020 increased to 23.51 million rupiah. In 2021, it decreased to 22.18 million rupiah. In 2021, it decreased to 22.18 million rupiah, then increased gradually to 22.89 million rupiah (2022) and 23.81 million rupiah (2023), while the population growth rate over the last five years (2019-2023) has a positive trend. In 2019, the population growth rate was

recorded at 0.24 percent; 1.19 percent (2020); 7.55 percent (2021); 1.52 percent (2022) and 1.49 percent (2023).

Strategies For Improving The Agriculture Sector

The efforts made by the Banjar City Agriculture Office are certainly influenced by several significant factors, especially in:

- 1) The ability to overcome constraints in production development.
- 2) Capacity to reorient and implement the direction and objectives of rice agribusiness development.
- 3) Success in implementing various farm diversification programs in paddy fields by considering alternative non-rice commodities, such as secondary crops and asparagus.

These all aim to facilitate access to sales of agricultural products and provide training to improve the knowledge and skills of farmers in managing their land.

1. Research and development in the agricultural sector is an effort made by the Banjar City Agriculture Office to create new breakthroughs, with the hope of producing agricultural products that are of high quality and have good marketability.
2. Use of Modern Technology

One strategy that needs to be implemented by the Banjar City Agriculture Office is to support farmers with modern technology in agriculture. Thus, harvesting time can be reduced, and the quality of agricultural products will increase. The use of modern technology is crucial for farmers in managing agricultural resources in their area, especially for food crops which are one of the main commodities in Banjar City.

3. Farm Business Assistance

It is important to recognize that boosting agricultural productivity in an area requires the participation and support of the authorities in providing agricultural tools and machinery.

4. The development of facilities and infrastructure in the agricultural sector is a very important aspect and must be realized immediately. This is a manifestation of the commitment of the local government of Kota Banjar to increase the productivity of crops in the future. The planned agricultural facilities and infrastructure should be adapted to local characteristics and the surrounding environment, and provide convenience, comfort and safety for every farmer in the villages.

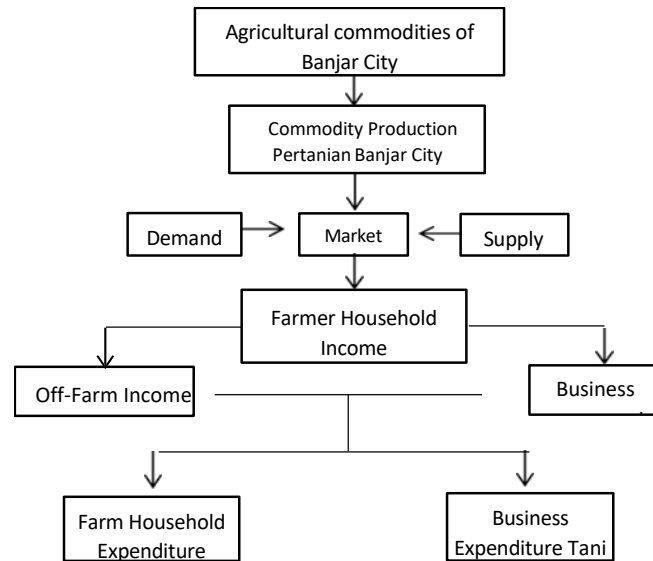


Figure 5. Cycle of Agriculture commodities in Banjar City

Trade Sector Improvement Strategy

1. Improvement in Traditional Market Management

This research aims to understand the local government's strategy in managing traditional markets in Banjar City, with reference to indicators such as Integral Control System, Leadership, Motivation and Systems, as well as Human Resource Management and Organizational Culture.

a. Integral Control System

This system covers the objectives to be achieved by the Banjar City government strategy, which are elaborated in detail through integrated planning.

b. Leadership, Motivation and Communication System

The communication carried out by the local government in mobilizing stakeholders related to the management of Balang-balang Traditional Market in Banjar City is crucial. This leadership style plays an important role in providing motivation to all actors involved.

c. Manajemen Human Resource Management and Organizational Culture In the management of the Balang-Balang traditional market, it is important to effectively handle the implementation component.

2. Infrastructure Aspects

Despite efforts to improve market governance, increasing community accessibility to representative market facilities is still under development. The utilization of technology to provide information on the prices of basic goods and strategic goods is still not optimal. However, price stability in the market is well controlled by the Banjar City Government, which continues to monitor and evaluate market management.

Industrial Sector Upgrading Strategy

1. Develop an environmentally friendly sector: Local governments can encourage companies to integrate new technologies and methods that are sustainable from an ecological perspective. For example, the utilization of renewable energy sources such as solar power, the use of recycled raw materials, as well as the reduction of the amount of industrial waste that harms the environment.
2. Improve the quality of sector growth: The growth of existing industries should provide more benefits to the citizens of Kota Banjar. The first step could be to increase employment opportunities for local residents, provide job skills training, and improve environmental conditions.
3. Responding to global changes: The government of Kota Banjar needs to recognize global patterns in industry and ensure that industry players in the area are able to compete in the international arena. This may include improving product quality, implementing cutting-edge technology and more efficient production methods.
4. Strengthen industry-community linkages: Local governments and industry players should build stronger links with the community, including utilizing local labor and participating in activities that benefit the community.
5. Sustainable management of natural resources: The industry sector needs to incorporate environmental considerations into the production process and keep ecosystems protected. This includes wiser utilization of natural resources, control of air and water pollution, and safer waste management.

Improvement Strategy In The Livestock Sector

1. E-commerce is a method of buying and selling that involves selling and buying services and products through devices such as computers or smartphones connected to the internet (Suyanto, 2003; Laudon and Traver, 2016; Wong Jony, 2010). The utilization of e-commerce is very important for entrepreneurs in running a business in this pandemic era. E-commerce functions as a bridge that connects sellers and buyers electronically, thus facilitating interaction between the two in offering and fulfilling their respective needs (Kusumastuti, 2020).
2. Digital Marketing
Marketing through digital media is an activity carried out to sell and find consumers in cyberspace. This sales technique often uses social media such as Instagram, Twitter, Facebook, TikTok, and YouTube.
3. Customer Relationship Marketing (CRM) is a marketing technique that focuses on building closeness with customers so that the relationship can be maintained in the long term. Efforts to maintain this relationship are important so that customers who have shopped can return to make repeat purchases. Customers tend to return to shop if they feel satisfied, which indicates that there has been a positive experience on the first purchase so they expect to make further purchases.

4. E-Tourism

Farmers can actually not only sell their main products such as eggs or meat, but can also explore various other poultry-based products. One idea is to develop poultry farms into tourist attractions both visually and virtually.

5. Service and Product Quality Improvement

During the three years of the pandemic, consumer confidence in goods in the market has decreased significantly, resulting in decreased demand.

Transportation Improvement Strategy

1. Infrastructure

- a. Good transportation infrastructure can impact economic development by improving mobility, connectivity and competitiveness.
- b. Improve mobility Facilitate and accelerate the movement of people and goods, Support labor mobility, Expand economic opportunities.
- c. Improving connectivity Connects various regions, Encourages trade and investment between regions, Increases regional competitiveness, Improves accessibility of underdeveloped areas.
- d. Increase competitiveness Open access to new markets, Increase productivity and efficiency of production costs, Increase the selling value of an area, Increase regional and national economic growth.
- e. In addition, good transportation infrastructure can also: Reduce economic disparities between regions, Accelerate the development of a region, Increase local economic growth, Support the mobility of goods and passengers, Support increasing community activities.
- f. Good transportation infrastructure can also be a key factor in promoting sustainable and inclusive economic growth.

2. The Link Between Land Transportation Infrastructure and Regional Development

Transportation according to Miro (2012) can generally be defined as an effort to move or move people or goods from a location called the location of origin, to another location which can be called the destination location, for certain purposes using certain tools as well. Transportation has a very strategic role in supporting the function of an area. For this reason, transportation as a medium for the movement of goods and services must be able to reflect the level of efficiency and effectiveness of the region in terms of mobility and accessibility both internally and externally in supporting basic sector economic activities.

In Magribi (2004), it is said that the characteristics of a rural area are that 60% or more of the people earn a living as farmers. So that in developing the sub-district area we need to pay attention to the rural / sub-district area by increasing agricultural productivity to improve the village economy. Regional development is an effort to improve the welfare level of the quality of life of the people of a particular region. The purpose of regional development contains two related sides, namely the socio-economic side and the

ecological side. Regional development is a comprehensive and integrated program of all activities taking into account existing resources and their contribution to the development of a region.

3. Transportation Facilities and Infrastructure in the Village

The availability of adequate land transportation facilities and infrastructure is highly coveted by the community in carrying out daily mobility, especially in rural areas such as in the Tongauna sub-district. Given that transportation is the lifeblood that connects the nodes of economic activity, the drivers and drivers of economic growth and is a pillar of accelerating regional development growth.

In general, roads in rural areas have not been hardened with asphalt cover layers, roads are usually still in the form of soil and sand. The condition of this transportation infrastructure can suppress the growth of rural transportation facilities so that rural areas tend to use traditional vehicles such as peddles, horses, although now many motorized vehicles have been used, but these vehicles are modified even though they reduce the safety standards of their users, such as duck motorbikes which are modified to be used as a means of transporting grain from rice fields because the terrain is difficult to pass if using standard vehicles. With the increasing population that continues to occur every year and the awareness of the community and local government to participate in maintaining transportation facilities and infrastructure in the village is the main challenge in developing transportation in rural areas.

4. Community Transportation Activities in the Village

Community transportation activities in the village cannot be separated from transporting agricultural products and materials from production locations to marketing places and from shopping centers to agricultural locations. By improving transportation, it can facilitate these activities so as to reduce the operational costs of people in rural areas, the majority of whom work as farmers. In the past, this transportation activity could be supported by traditional means of transportation but along with the times some of these means of transportation have been replaced by motorized vehicles so that infrastructure facilities are needed that can support it.

In Dashtestaninejad, Vaziri and Timmermans (2016) said that efficacious transportation, as a prerequisite for sustainable development in rural areas, should receive relevant attention. This needs more attention in developing countries because almost half of the population of these countries live in rural areas. From this statement it can be seen that the role of rural transportation is very vital both for the village area itself and for the country.

Table 5. Service standard

No.	Field of Service	Service standard			
		Quantity		Quality	Description
		Consumption	Konsumsi/Produksi		
1		Road Network			
	Aspects accessibility	the entire network	population density (people/Km ²)	Accessibility index	Road / Area (Km/Km ²)
			Very high > 5000	> 5	
			High > 1000	> 1,5	
			Medium > 500	> 0,5	
			Low > 100	> 0,15	
			Very Low < 100	> 0,05	
			GRDP per capita (million IDR/cap/year)	Index Mobility	
			Very High > 10	> 5	

Output Results of the Relationship Between Transportation Infrastructure and Agricultural Yields with the Pearson Method

Table 6. Rice Paddy Harvest

Rice Paddy Harvest Yield (Y)		
Asphalt Road (X1)	Pearson Correlation	.781
	Sig. (2-tailed)	0.008
	N	10
Gravel Road (X2)	Pearson Correlation	.940
	Sig. (2-tailed)	.000
	N	10
Dirt Road (X3)	Pearson Correlation	-.933
	Sig. (2-tailed)	.000
	N	10

For the influence of the X variable of the basic sector harvest on the Y variable of regional development using SPSS V 16.0 software with the results of Out Put as follows

Table 7. Out Put results of the influence of Variable X on Variable Y

variabel Y	Variabel X	Sig.	R square
- Number of houses (Y1)	Land transportation infrastructure	0.010	0.737
- Agricultural area (Y2)		0.000	0.985

variabel Y	Variabel X	Sig.	R square
- Number of agricultural equipment facilities (Y3)	Asphalt roads (X1)	0.000	0.809
	Gravel road (X2)		
- Number of farmers (Y4)	Dirt road (X3)	0.100	0.587
- Farmer income (Y5)		0.000	0.884
- Number of farm laborers (Y6)		0.012	0.589
- Total population (Y7)		0.003	0.700
- Number of vehicles (Y8)		0.007	0.617
Average			0.739

CONCLUSION

It can be concluded that there was an increase in the realization of Regional Original Revenue (PAD) from 2013 to 2018 with an average percentage growth rate of 12.15%, and resulted in the potential of Regional Original Revenue (PAD) of Banjar City for 2019 which increased to IDR 2,031,430,000,000. Industrial development in Kota Banjar has become the main focus of the local government in an effort to improve the local economy and create jobs. Located in West Java Province, Banjar has strategic advantages in the form of funiture and improved infrastructure. With such a strategic location, Banjar City is able to make good use of every opportunity it has, especially the economic opportunities that are so great if it is able to utilize and manage them well.

Trade facilities and infrastructure in Kota Banjar consist of various types, including shops, markets and street vendors. The market managed by the municipal government has a total of 2. 162 kiosks/closes and 685 courts, with 2,667 traders involved. Based on the 2019-2023 data, the implementation of the Banjar Regulation's own-source revenue (PAD) was able to contribute an average of 17.00% of the region's overall revenue over 10.34% from 2019 to 2023, While the contribution to local revenue from own-source revenues (PAD) in the Banjar regulation has fluctuated, it has declined over the last five years, so the dependency on central government, particularly the General Allocation Fund (DAU), is still fantastic.

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