

Analysis of the impact of road infrastructure development on the local economy in Pasar Sentral Subdistrict, Mimika Regency (case study: W. R. Supratman Road)

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Abstract

Purpose: This study aims to analyze the impact of the W. R. Supratman Road infrastructure development on the local economy in Pasar Sentral Subdistrict, Mimika Regency, focusing on its influence on community income, business growth, and the distribution of goods and services.

Research/methodology: A descriptive quantitative approach was applied, employing a paired sample t-test to compare economic indicators before and after road development. Primary data were gathered through questionnaires distributed to 30 purposively selected residents and business actors, while secondary data were obtained from government institutions. Data analysis included descriptive statistics and triangulation through interviews and field observations.

Results: The findings show that road development significantly increased average household income by Rp. 683,333, improved business opportunities by 1.72 points, and enhanced the distribution of goods and services by 1.97 points. These outcomes indicate notable improvements in local economic activities after the infrastructure upgrade.

Conclusions: The construction of W. R. Supratman Road positively influenced the economic conditions of the Pasar Sentral community by improving accessibility, stimulating business growth, and enhancing welfare. Better infrastructure facilitated trade flows and raised property values, supporting inclusive regional development.

Limitations: The study is limited by a small sample size and short-term scope, which may not fully capture broader or long-term regional impacts.

Contribution: This research provides empirical evidence of how targeted road infrastructure promotes local economic resilience and inclusive growth, offering useful insights for policymakers in regional planning.

Keywords: *Community Economy, Infrastructure Development, Road Construction*

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1. Introduction

Development significantly impacts public income, as improvements in infrastructure and public services can enhance productivity and access to economic opportunities (Wahyudi & Zapita, 2022). When public income increases, business opportunities expand, allowing individuals to start businesses

and innovate. Furthermore, effective development contributes to a more equitable distribution of goods and services, reducing the gap between urban and rural areas (Simorangkir, 2022; Yuliansyah, 2023). However, it is important to note that without proper management, development can exacerbate inequality and lead to a concentration of resources in the hands of a few people. Therefore, it is essential to ensure that development policies support income equality and create an environment conducive to the participation of all parties in the economy (Widianingsih, Abdillah, & Adikancana, 2024). Sustainable development can reduce inequality, one of which is building good infrastructure, such as transportation and access to basic services, helping to connect remote areas to markets, thus increasing economic opportunities in those regions (Issundari & Yani, 2021; Zairina, Wibisono, Ngaliman, Indrayani, & Satriawan, 2023). In Indonesia, roads are classified into five types based on their status: national, provincial, district, city, and village roads (Iskandar, 2023). The regulation regarding the division of authority in road management is outlined in the Road Law. In this case, the central government is responsible for the development of the national road network, comprehensive management of roads, and management of National Roads (Emanuel, 2021; Zairina et al., 2023). On the other hand, authority over Provincial Roads is managed by the Provincial Government, while the District/City Government is tasked with overseeing the District/City Roads and Village Roads within their respective regions (Gultom, Tamin, Sjafruddin, & Pradono, 2017).

In 2023, the condition of National Roads in Indonesia was generally rated as good, with a proportion of 94.18%. This figure shows an improvement compared to 2022 (92.20 %). Additionally, the total length of regional roads in 2023 was recorded at 459,703.91 km, consisting of 48,486.81 km of provincial roads and 411,217.1 km of district/city roads. Overall, the quality of regional roads showed fairly positive results, with 71.33% of provincial roads and 57.9% of district/city roads in good condition (PUPR, 2023). Road infrastructure development is essential to infrastructure development in a community. The Mimika Regency Government has undertaken various road infrastructure projects to open access to previously difficult-to-reach areas. According to data from 2016, the total length of roads in Mimika Regency was 1,142,635 km, with 178,000 km of national roads, 199,440 km of provincial roads, and 765,195 km of city/regency roads. Of these, 345,951 km of roads are in good condition, with 328,207 km of asphalt-paved roads (Dumatubun, Rerung, & Nusa, 2024).

One of the infrastructure projects currently being developed by the Mimika Regency Government is the W. R. Supratman Road. This road is a main route that plays a strategic role in supporting the economic activities of the community, as it connects trade areas with the Timika Central Market, residential areas, and public service facilities. The existence of this road directly contributes to the smooth flow of goods and services, which, in turn, opens business opportunities for the community to increase their income. Referring to Law No. 38 of 2004 on Roads, Article 5, paragraph 1, states that roads are an element of transportation infrastructure that play a vital role in the economic sector, particularly in supporting the smooth distribution of goods and creating business opportunities for the community to increase income for common welfare. The improvement and development of the W. R. Supratman Road in the Mimika Regency area is expected to stimulate economic growth by improving accessibility, the smooth transport of goods and services, and more efficient community mobility. Additionally, this road serves as a connector between small and medium-sized enterprises (SMEs) and broader markets, providing opportunities for the community to expand their businesses and increase their income.

Nevertheless, a more comprehensive study is still needed to measure the extent of which's development. R. Supratman road infrastructure positively impacts increasing business opportunities and income for the community. Although various studies have shown a positive correlation between road development and economic welfare improvement, it has not yet been confirmed whether the same applies in Mimika Regency, specifically in the Pasar Sentral sub-district. This is important because most previous studies have focused more on the macroeconomic impacts of road development in general, while studies specifically examining its impact in Mimika Regency are still limited. For example, Adif and Hendri (2021) show that infrastructure investment, particularly in roads, significantly contributes to both national and regional economic growth. Another study by Khalistia (2024) also found that transportation infrastructure plays a crucial role in increasing efficiency and community welfare. In Indonesia, Shakira, Ramadhani, Salma, and Azis (2024) emphasized that road infrastructure

development in various regions has reduced distribution costs, increased competition among small and medium-sized enterprises, and promoted economic inclusion in remote areas.

However, there is still a lack of studies that directly evaluate the impact of road infrastructure development on the economy of communities in areas such as the Pasar Sentral sub-district in Mimika Regency. Based on this context, this study aims to analyze the extent to which the development and improvement of W. R. Supratman Road affects business opportunities in the Pasar Sentral sub-district, with the aim of increasing income. The results of this study are expected to provide a more comprehensive understanding of the impact of road infrastructure on improving economic activities in Mimika Regency. It is also hoped that the findings will serve as valuable considerations for the Mimika Regency Government in formulating policies and development strategies in the future.

2. Literature Review

2.1. Road Infrastructure Development

Law No. 2 of 2022 states that a road is a land transportation infrastructure that includes all road elements, such as connecting structures, supporting facilities, and equipment used for traffic flow. Roads can be located on the ground surface, above the ground, underground, and/or above water, with the exception of railroads, tramways, and cable roads. Road management includes a series of activities covering regulation, guidance, development, and road supervision. Based on their status, roads are divided into national, provincial, district, city, and village roads. The Road Law regulates the division of authority in road management, where the central government has the authority to develop the national road network system and the general management of roads and National Roads. Meanwhile, the Provincial Government is responsible for the management of Provincial Roads, and the District/City Government manages the District/City Roads and Village Roads within its region.

2.2. Economic Empowerment

The Republic of Indonesia Law No. 20 of 2008 concerning Micro, Small, and Medium Enterprises explains that empowerment is an effort carried out by the government, local governments, businesses, and the community synergistically, aiming to create a supportive climate and develop Micro, Small, and Medium Enterprises (MSMEs) so they can grow and develop into strong and independent businesses. Community economics refers to efforts to strengthen the ownership of production factors, control distribution and marketing, increase adequate income through wages or salaries, and provide access to information, knowledge, and skills (Nuraini, 2024). All of these aspects must be strengthened through a holistic approach that covers both the community itself and the policies applied. Empowerment is not an automatic process but an effort that is deliberately designed and carried out sustainably at the individual, family, group, or community level. The empowerment process has two tendencies. First, the primary tendency focuses on granting or transferring power, strength, or ability to the community to empower individuals. Second, the secondary tendency emphasizes stimulation and encouragement to motivate individuals or groups to make their own life choices through dialogue (Laurens, 2021).

Empowerment aims to enhance the power of individuals or groups who are weak or disadvantaged (Mahendra & Nistiani, 2021). Therefore, empowerment is a process that enables a person to become strong enough to actively participate in, control, and influence events and institutions that affect their life. The goals of community empowerment consist of two things: first, to build the community and enhance its ability to move towards a better and more balanced life; and second, to shape individuals and communities to become independent, which includes independence in thinking and acting, as well as the ability to control what they do (Margayaningsih, 2016). Community empowerment is an effort to expand the available choices for the community, meaning giving them the ability to see opportunities that are beneficial to themselves (Habibuddin, Burhanuddin, & Apriana, 2022). In other words, the goal of empowerment is to create a better state by utilizing the potential within the community so that they can choose things that align with their needs and desires, which will benefit their lives. One of the goals of economic empowerment is to increase the income of less fortunate communities (Firmansyah, 2025). In general, community income comes from two main sources: wages or salaries and profits from

business activities. This income source is typically obtained through work in both the formal and informal sectors, as well as business surplus, which is the profit gained from entrepreneurial or self-employed business activities. Both income sources are crucial for improving welfare and reducing economic disparities.

2.3. The Impact of Road Development on the Community Economy

Infrastructure development, particularly road networks, plays a crucial role in driving economic growth, especially in rural areas of developing countries. Well-maintained and easily accessible roads directly improve accessibility, mobility, and the ease of distributing goods and services (Rahmatika et al., 2024). For rural communities, adequate road infrastructure opens up broader opportunities to develop local economies, whether through agriculture, trade, or small-scale industries. Furthermore, poorly maintained roads can affect rural communities' access to essential services such as healthcare, education, and other public services. For example, residents of remote areas with poor road conditions often struggle to access healthcare facilities during emergencies. Similarly, students in rural areas who must travel long distances and face difficult conditions to reach schools or educational institutions face significant challenges in their education. This not only hinders productivity and economic well-being but also negatively impacts the overall quality of life of local residents. Inadequate road infrastructure can create barriers to accessing essential public services, exacerbating the development disparities between urban and rural areas.

Various studies have shown a strong positive correlation between limited access to basic infrastructure, such as adequate roads, and high poverty rates in rural areas. Villages with better road access have been reported to experience economic improvements, marked by increased agricultural production and diversified income-generating activities. Improved connectivity through road development allows rural communities to capitalize on economic opportunities, access markets, and engage in more productive economic activities. The main challenges in road development in rural areas often stem from budget limitations and poor coordination among various government agencies. Inadequate planning processes and insufficient funding allocations frequently lead to road development projects being halted before completion or not providing long-term optimal benefits to the community. Development is an effort to promote growth and change, with the primary goal of Indonesia's national development being to create a just, prosperous, and well-planned society (Ompusunggu, 2019). Development is a conscious and planned effort carried out by a nation, government, and state to achieve modernization and build the nation. The objective of this development is to improve the welfare of the population. Development itself becomes the main indicator of a country's changes. Indonesia's national development goal is to create a just, prosperous, and welfare-oriented society.

Infrastructure refers to the physical facilities developed or required by public agents for government functions in providing facilities such as water, electricity, waste disposal, transportation, and similar services aimed at supporting social and economic objectives (Zuria et al., 2024). Therefore, infrastructure can be understood as the physical system necessary to meet basic human needs in both social and economic aspects. The government's role as a driver of development is crucial in improving the welfare of society, economic growth, and the country's progress. Economic growth is one of the main indicators for evaluating the outcomes of development and planning future development directions. The development process often brings about changes that have both positive and negative effects on people's lives. The positive impact can be seen when development meets the basic needs of society, while the negative impact is reflected in the decline in environmental quality due to unsustainable and non-environmentally friendly developments. Development not only involves industrial factories but also includes the improvement and construction of road infrastructure, which is vital because road access facilitates mobility from one place to another for the benefit of local communities. The existence of roads is crucial because roads with good lighting and easy accessibility will make it easier for people to carry out activities, particularly in supporting the flow of the economy between regions. Before and after infrastructure development, data triangulation was conducted through interviews with community leaders and sub-district officials and direct field observations to enhance data validity.

2.4. The Impact of Road Development on Social Welfare

In many rural areas, road infrastructure is often still far from inadequate. Many villages face limited access due to damaged roads or poor connectivity issues. This directly impacts the rural economy, especially in terms of the distribution of agricultural products and local services. Poor road access increases transportation costs, slows the distribution of goods, and reduces the competitiveness of village products in broader markets. As a result, despite these villages' great economic potential, inadequate infrastructure remains a major barrier to their economic growth.

3. Research Methodology

This study used a descriptive quantitative approach to analyze the impact of road infrastructure development on the economic conditions of the community. This method was chosen to provide an empirical description of the economic changes that occurred after the development of the W. R. Supratman Road in the Pasar Sentral Sub-district, Mimika Regency. The data used in this study consisted of primary and secondary data. Primary data were collected through a questionnaire distributed to 30 respondents, consisting of business owners and local residents directly affected by the road development. The sampling technique used was purposive sampling, with the criteria that respondents had been living or running a business in the research location for at least the last two years. Secondary data were obtained from documentation and reports from relevant agencies, such as the Public Works Department and the Department of Industry and Trade of Mimika Regency. The data were analyzed using descriptive statistical analysis to measure changes in economic variables such as income, business volume, accessibility, and transportation costs before and after infrastructure development. To enhance the validity of the data, data triangulation was conducted through interviews with community leaders and sub-district officials and through direct field observations.

4. Results and Discussion

4.1. Research Results

4.1.1. The Impact of Road Infrastructure Development on Income Increase

The following is the result of the paired sample test analysis to determine the respondents' responses to the impact of W. R. Supratman road infrastructure development on the community's economy, specifically focusing on the impact of income increase

Table 1. Results of the Study on the Impact of Road Infrastructure Development on Community Income Increase

		Paired Samples Test	
		Mean	Sig. (2-tailed)
Income Increase	Income after road infrastructure development - Income before road infrastructure development	683333,333	,000

Source: Data processed, 2025

The results of the paired sample test show that the W. R. Supratman road infrastructure development positively impacted community income. This is reflected in the significance value of 0.000, which is smaller than the degree of freedom of 0.05, indicating that development has an impact. The average increase in income before and after the W. R. Supratman road infrastructure development cost Rp. 683,333.

4.1.2. The Impact of Road Infrastructure Development on Business Opportunities

Additionally, the results of the paired sample test analysis show the impact of W. R. Supratman road infrastructure development on business opportunities for the community is as follows:

Table 2. Results of the Analysis of the Impact of Road Infrastructure Development on Community Business Opportunities

		Paired Samples Test	
		Mean	Sig. (2-tailed)
Business Opportunities	Business opportunities after road infrastructure development - Business opportunities before road infrastructure development	-1,722	,000

Source: Data Processed, 2025

The results of the paired sample test show that the W. R. Supratman road infrastructure development has an impact on community business opportunities. This can be seen from the significance value of 0.000, which is smaller than the degree of freedom of 0.05, indicating that the development had an impact, with the average response score for business opportunities increasing by 1.72 points from before to after development.

4.1.3. The Impact of Road Infrastructure Development on Goods and Service Distribution

The results of the paired sample test analysis on the impact of the W. R. Supratman road infrastructure development on goods and service distribution is as follows:

Table 3. Analysis of the Impact of Road Infrastructure Development on Goods and Service Distribution

		Paired Samples Test	
		Mean	Sig. (2-tailed)
Goods and Service Distribution	Goods and Service Distribution after road infrastructure development - Goods and Service Distribution before road infrastructure development	-1,972	,000

Source: Data processed, 2025

The results of the paired sample test show that the W. R. Supratman road infrastructure development impacts the distribution of goods and services in the community. This can be seen from the significance value of 0.000, which is smaller than the degree of freedom of 0.05, indicating that development has an impact. The average response for goods and service distribution from before to after the development showed an increase of 1.97 points.

4.2. Discussion

4.2.1. Discussion of the Impact of Road Infrastructure Development on Income

Before the development of the W. R. Supratman Road, accessibility to the area was very limited. Poor road conditions cause mobility difficulties, hindering the flow of goods and services. Many business owners experienced a decline in turnover because customers had difficulty reaching their business locations due to the pandemic. Additionally, high distribution costs have led to non-competitive product prices, causing many consumers to switch to other areas for shopping. This also negatively impacted the property sector, where land and building values remained low because of the lack of adequate accessibility.

During the construction process, the community began to feel hopeful about positive change. Although there were temporary disruptions due to the construction project, information regarding road improvements created enthusiasm among business owners. Many began planning new strategies to attract customers once road construction was completed. Traders and business owners started investing in promotions to prepare for an increase in customer flow after better accessibility became available. After the construction was completed, accessibility to W. R. Supratman Road significantly improved. Business owners experienced an increase in the number of customers owing to the easier access provided. Their turnover and income began to rise dramatically, particularly for market traders, shop

owners and service providers. This increase positively impacted local economic activities, making transactions more frequent and diverse.

In addition to the growth of local businesses, the property sector has experienced rapid development. Land and building values increased with infrastructure improvements, benefiting property owners. The demand for business spaces has increased, encouraging many people to rent out their buildings. This has created new job opportunities, thereby increasing household income in the surrounding areas. The development of the W. R. Supratman Road had a significant impact on increasing the income of the surrounding community. Road improvements enhance accessibility and mobility, enabling people to reach markets and customers more easily. This encouraged the growth of local businesses, with market traders, shop owners, and service providers experiencing higher turnover and customer numbers than before. Furthermore, road development reduces distribution costs, allowing business owners to earn greater profits at more competitive prices. Small businesses, such as street vendors and food stalls, also saw increased income due to growing economic activity. The property and business rental sectors around the road also thrived, increasing land and building values and providing benefits to property owners. As businesses expanded, the demand for labor increased, providing new job opportunities for local residents and improving their family income.

Overall, the development of W. R. Supratman Road created a tangible positive impact on the economic welfare of the community, making it essential to maintain this infrastructure sustainably so that its benefits continue to persist and grow. Supporting this statement, Sabilillah, Shadrina, Nurjannah, and Ginting (2025) show that infrastructure development plays a vital role in driving economic growth in the region. Another study by Gado, Ismiyati, and Handajani (2021) also revealed that better accessibility enhances economic activities in rural areas. Additionally, Dewi, Basuki, and Alwi (2023) show that good infrastructure contributes significantly to the increased income of SMEs around improved roads.

4.2.2. Discussion on the Impact of Road Infrastructure Development on Business Opportunities

The development of the W. R. Supratman road infrastructure significantly impacts business opportunities for those living and running businesses in the surrounding area, including access to the Timika Central Market. Before the development, poor road conditions were a barrier for business owners in distributing goods and reaching customers. This difficult access led to low economic activity, where many business owners faced challenges in attracting customers and managing high distribution costs. This also affected the property sector, where land and building values remained low because of inadequate accessibility.

After the road improvement, access to markets and trade centers became smoother, encouraging an increase in economic activity in the area. Better road infrastructure has improved connectivity and mobility, creating a more conducive environment for business growth, especially for micro, small, and medium-sized enterprises (MSMEs), which have seen rapid growth due to easier access for customers to reach their business locations. Traders in the Timika Central Market also benefited from the increase in customers coming from surrounding areas via the W. R. Supratman road. This road development benefits existing businesses and opens new investment opportunities. With improved infrastructure, more people are interested in opening businesses in the area around W. R. Supratman Road, whether in the form of shops, restaurants, or other service centers. This growth not only creates more job opportunities but also increases the overall income of the community. Panjaitan, Mulatsih, and Rindayati (2019) show that infrastructure development plays a vital role in driving economic growth in the region, which aligns with the conditions observed after road development.

In addition, the property and business rental sectors experienced growth. The value of land and buildings around W. R. Supratman Road increased in line with rising economic activity. Community members who own property in this area gain additional benefits by renting out land or buildings for business purposes, thus increasing their sources of income. Gado et al. (2021) revealed that better accessibility increases economic activity in rural areas, which is also evident in this area. To ensure the sustainable positive impact of the W. R. To develop the Supratman road infrastructure, several strategic solutions are required. Road infrastructure maintenance must be performed regularly to keep it in good condition

and avoid hindering mobility. Furthermore, the development of integrated business areas should be encouraged by providing affordable business space for MSMEs. Enhancing the capacity of MSMEs through training in digital marketing and financial management is also a crucial solution.

4.2.3. Discussion on the Impact of Road Infrastructure Development on Goods and Service Distribution

The development of the W. R. Supratman Road has had a significant impact on the distribution of goods and services for community members and business owners in the surrounding area, including access to the Timika Central Market. Before the development, poor road conditions often led to delays in goods delivery and increased logistics costs. Many business owners struggled to distribute goods and reach customers, negatively impacting their revenue and business continuity. Limited access also resulted in unstable stock levels in the market, causing consumers to frequently face difficulties in obtaining the goods they needed.

After road improvement, the transportation flow significantly improved. The distribution time has become shorter, which has ultimately reduced the operational costs for business owners. Smoother access has made it easier for traders and distributors to supply goods to the Timika Central Market. With the increased frequency and punctuality of distribution, the stock of goods became more stable, contributing to the continuity of business activities. Consumers also benefit from better distribution, as they can obtain goods at more affordable prices owing to reduced distribution costs. In the service sector, road development has also increased the mobility of workers and customers. Transport businesses, such as motorcycles, taxis, and public transport, experienced increased demand as more people used their services to shop or transport goods. Other service businesses, such as craftsmen, repair shops, and eateries, also felt the positive impact because easier access attracted more customers to them. Panjaitan et al. (2019) showed that infrastructure development plays a crucial role in driving economic growth in the region, which aligns with the conditions observed after road development.

To increase and sustain the income of people around the W. R. Supratman Road, several solutions can be applied. MSME empowerment is a key step in providing business training, access to capital, and the development of culinary zones and economic centers to help small businesses grow further. Gado et al. (2021) revealed that better accessibility enhances economic activity in rural areas, which is also evident in this area. Additionally, the tourism and creative economy sectors can be optimized through local tourism promotions, festivals, and support for creative industries to attract more visitors and buyers. By implementing these solutions, it is hoped that the community's income will continue to increase and economic welfare will be sustained. Improving employment opportunities should also be pursued by promoting the development of new economic centers, job training, and collaborating with large companies to provide more job opportunities for the community. With these strategic steps, the mobility of goods and services around W. R. Supratman Road can become more efficient, supporting the sustainable economic growth of the community.

5. Conclusion

Based on the research conducted, it can be concluded that the development of W. R. Supratman road infrastructure in the Pasar Sentral Sub-district has positively impacted the local community's economic aspects. Road development has improved accessibility, facilitated the flow of goods and services, and made mobility easier for both the community and business owners. This has resulted in increased community income, the growth of small and medium enterprises, and a rise in asset and land values around the road location. Additionally, transportation costs have become more efficient, and travel times between regions have decreased. Therefore, the development of road infrastructure has proven to be a crucial factor in driving local economic growth and improving community welfare in the area.

Furthermore, this study underscores that road infrastructure functions not only as a physical facility but also as a catalyst for broader socioeconomic transformation. Improved connectivity reduces economic isolation, enabling communities to access markets, education, and health services more effectively than before. For small traders and entrepreneurs, better roads provide opportunities to expand their customer base, reduce logistical barriers, and increase their competitiveness. For households, the ease of mobility translates into higher productivity and reduced opportunity costs, as time spent traveling can be

allocated to other productive or social activities. The findings also highlight the multiplier effect of developing infrastructure. Beyond direct improvements in income and business opportunities, infrastructure projects often stimulate secondary economic activities, such as the emergence of supporting services, retail outlets, and informal-sector enterprises. These dynamics collectively create an environment that is conducive to sustainable growth. At the same time, infrastructure contributes to social integration by linking previously isolated communities, fostering cultural exchange, and reducing disparities between urban and rural areas. Nevertheless, to ensure the long-term benefits of road development, continuous maintenance, integrated regional planning, and community involvement are essential components. Without proper maintenance, road quality may deteriorate, eroding economic gains. Similarly, infrastructure development should be aligned with environmental sustainability principles to ensure that road construction and use do not result in ecological degradation. By adopting a comprehensive and inclusive approach, road infrastructure development can remain a cornerstone of regional development policies and a driver of equitable prosperity.

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