



## ABSTRAK

Penelitian ini menganalisis pergeseran arah agenda kebijakan infrastruktur di Jawa Barat dari pembangunan Jalan Tol Soreang–Ciwidey–Cidaun (Socida) menuju reaktivasi jalur kereta api Bandung–Ciwidey. Pergeseran ini terjadi akibat kegagalan konsensus atas agenda jalan tol yang dipicu oleh ketidaksinkronan tiga arus kebijakan dalam kerangka *Multiple Streams Framework* (MSF), serta konflik nilai antara koalisi pro-tol dan koalisi lingkungan sebagaimana dijelaskan melalui *Advocacy Coalition Framework* (ACF). Penelitian ini menggunakan pendekatan kualitatif dengan studi kasus, wawancara mendalam, studi dokumen, dan analisis media. Hasil penelitian menunjukkan bahwa arah kebijakan baru muncul setelah terjadi perubahan konstelasi politik, yakni pergantian Gubernur Jawa Barat dari Ridwan Kamil kepada Dedi Mulyadi. Dalam konteks ini, Dedi Mulyadi berperan sebagai figur kepemimpinan kebijakan dalam bentuk *veto policy*, yaitu kepemimpinan yang tidak hanya menolak kelanjutan agenda lama yang mandek, tetapi juga meringkai ulang masalah serta mengarahkan aktor-aktor menuju solusi alternatif berupa reaktivasi jalur kereta api. Peran ini terbukti mampu mengisi kekosongan koordinasi antar-koalisi, mendorong proses *policy-oriented learning*, dan menjadi katalis terciptanya konsensus baru ketika *policy window* tidak terbuka secara otomatis. Secara teoretis, penelitian ini berkontribusi pada pengembangan kerangka integratif antara MSF dan ACF dengan menambahkan konsep *veto policy* sebagai simpul analitis baru. Konsep ini memperlihatkan bagaimana transisi kepemimpinan dalam konteks lokal dapat memutus kebuntuan agenda dan mendorong reposisi arah kebijakan melalui kombinasi antara daya blokir dan framing kepemimpinan.

**Kata kunci:** agenda setting, pergeseran kebijakan, *veto policy*, MSF, ACF, reaktivasi kereta api, Jawa Barat.



## ***ABSTRACT***

This study analyzes the shift in the infrastructure policy agenda in West Java from the construction of the Soreang–Ciwidey–Cidaun (Socida) Toll Road to the reactivation of the Bandung–Ciwidey railway line. *The shift occurred due to the failure to reach consensus on the toll road agenda, which was triggered by the misalignment of the three streams in the Multiple Streams Framework (MSF) and value conflicts between the pro-toll coalition and the environmental coalition within the Advocacy Coalition Framework (ACF). This research employs a qualitative approach with a case study design, combining in-depth interviews, document analysis, and media analysis. The findings reveal that the new policy direction emerged following a political constellation marked by the transition of West Java’s governorship from Ridwan Kamil to Dedi Mulyadi. In this context, Dedi Mulyadi played a role as a figure of policy leadership in the form of veto policy, namely a type of leadership that not only rejected the continuation of the stalled toll road agenda but also reframed the problem and redirected actors toward an alternative solution, namely railway reactivation. This role proved crucial in filling the coordination gap between coalitions, stimulating policy-oriented learning, and acting as a catalyst for the creation of a new consensus when the policy window did not open automatically. Theoretically, this study contributes to the development of an integrative framework between MSF and ACF by introducing the concept of veto policy as a new analytical node. This concept demonstrates how leadership transitions in the local political context can break policy deadlock and redirect the policy agenda through a combination of veto power and leadership framing.*

**Keywords:** *agenda setting, policy shift, veto policy, MSF, ACF, railway reactivation, West Java.*