

INTISARI

Konektivitas antar simpul transportasi merupakan hal yang sangat penting dalam mendorong pergerakan orang maupun barang, tak terkecuali akses ke Bandara Adi Soemarmo. Saat ini akses menuju/dari Bandara Adi Soemarmo didominasi penggunaan kendaraan pribadi dan taksi dibandingkan menggunakan angkutan umum seperti bus. Pemerintah berencana mengoperasikan kereta api bandara di Bandara Adi Soemarmo untuk mewujudkan konektivitas antar simpul transportasi untuk akses menuju/dari bandara. Tujuan penelitian ini untuk mengetahui model pemilihan moda angkutan umum yang dapat menjelaskan probabilitas pelaku perjalanan dalam memilih angkutan menuju/dari bandara dengan atribut tarif, jumlah transfer/pindah, waktu tempuh, interval keberangkatan dan menganalisis *willingness to pay* penumpang pesawat terhadap rencana pengoperasian kereta api bandara serta menentukan besar tarif berdasarkan *willingness to pay* dan biaya operasi kereta api.

Pemilihan moda yang diamati adalah antara kereta api bandara dengan mobil pribadi, kereta api bandara dengan taksi dan kereta api bandara dengan bus. Model pemilihan moda menggunakan model *logit binomial* selisih dengan *stated preference*, analisis *willingness to pay* menggunakan *net economic value* dari persamaan *logit binomial* selisih dan *contingent valuation method* serta perhitungan biaya operasi kereta api menggunakan Peraturan Menteri Perhubungan Nomor PM 17 Tahun 2018.

Hasil analisis sensitivitas menunjukkan atribut yang paling sensitif yang mempengaruhi probabilitas pemilihan moda adalah atribut tarif kemudian atribut jumlah transfer. Semakin besar tarif dan banyak jumlah transfer maka probabilitas memilih kereta api bandara akan berkurang. Nilai *willingness to pay* rata-rata calon pengguna kereta api bandara untuk masing-masing pengguna mobil, taksi dan bus berdasarkan *logit binomial* berturut-turut sebesar Rp14.802,25; Rp14.121,13; Rp14.221,42. Sedangkan nilai *ability to pay* untuk masing-masing pengguna mobil, taksi dan bus berturut-turut sebesar Rp60.996,90; Rp79.564,67; Rp55.117,17 serta nilai tarif berdasarkan biaya operasi kereta api (BOKA) untuk rute pelayanan Stasiun Bandara-Stasiun Solo Balapan sebesar Rp17.730,22/pnp. Terlihat bahwa nilai *willingness to pay* rata-rata calon pengguna kereta api bandara lebih rendah dari nilai *ability to pay* dan BOKA.

Kata kunci: pemilihan moda, *willingness to pay*, *ability to pay*, BOKA, tarif

ABSTRACT

Connectivity between transportation nodes is very important in encouraging the movement of people and goods, including access to Adi Soemarmo Airport. Currently access to/from Adi Soemarmo Airport is dominated by the use of private vehicles and taxis compared to using public transportation such as buses. The government plans to operate the airport train at Adi Soemarmo Airport to realize connectivity between transportation nodes for access to/from the airport. The aim of this research is to determine mode choice model of public transportation that can explain the probability of trip makers in choosing the mode of transport to/from the airport with attribute tariff, number of transfers, travel time, headway and analyzing willingness to pay of aircraft passenger for the operation plan of airport train and determining the tariff based on willingness to pay and train operating costs (BOKA).

The mode choice observed is between airport train with private cars, airport train with taxi and airport train with bus. Mode choice model uses logit binomial difference with a stated preference method, willingness to pay analysis uses net economic value from logit binomial difference and contingent valuation method and BOKA calculations use the Minister of Transportation Regulation Number PM 17 Year 2018.

The sensitivity analysis result show that the most sensitive attribute in influencing mode choice probability is the tariff attribute then the number of transfers attribute. The tariff are getting higher and the number of transfers is increasing, the probability of choosing an airport train will decrease. The average value of willingness to pay of prospective airport train users for each car, taxi and bus users based on logit binomial is IDR14.802,42; IDR14.121,13; IDR14.221,42. Meanwhile the value of ability to pay for each car, taxi and bus users is IDR60.996,90; IDR79.564,67; IDR55.117,17 and the tariff value based on train operating costs (BOKA) for service route of Airport Station-Solo Balapan Station IDR17.730,22/pax. It is seen that the average value of willingness to pay of prospective airport train users is lower than the value of ability to pay and BOKA.

Keywords: mode choice, willingness to pay, ability to pay, BOKA, tariff