# INTISARI

Transportasi merupakan satu faktor pendukung perkembangan sebuah daerah. Kelancaran transportasi di darat salah satunya ditentukan oleh kondisi jalan. Usaha untuk menjaga kondisi jalan kabupaten adalah dengan penanganan jalan kabupaten. Proses penganggaran penanganan jalan kabupaten melalui serangkaian tahapan dari mulai usulan sampai dengan penetapan anggaran. Penyamaan persepsi pemangku kepentingan mengenai kriteria dan sub-kriteria dalam penentuan prioritas program penanganan jalan kabupaten diperlukan, sehingga proses penetapan anggaran menjadi cepat, terarah dan transparan. Tujuan penelitian ini adalah menentukan kriteria dan sub-kriteria; menganalisis nilai bobot kriteria dan sub-kriteria; serta merumuskan indikator penilaian sub-kriteria dalam penentuan prioritas program penanganan jalan kabupaten.

Penelitian mengambil studi kasus Jalan Kabupaten di Kabupaten Kulon Progo. Pengumpulan data primer berupa survei kuesioner terhadap perwakilan pemerintah; masyarakat dan akademisi/peneliti mengenai tingkat kepentingan dan penerapan kriteria dan sub-kriteria penentuan prioritas program penanganan jalan kabupaten. Data tersebut selanjutnya dianalisis menggunakan *Importance-Performance Analysis* (IPA) sehingga diperoleh kriteria dan sub-kriteria yang perlu diperhatikan untuk dimodelkan menggunakan metode *Structural Equation Modeling* (SEM). Nilai bobot sub-kriteria hasil model selanjutnya divalidasi menggunakan metode delphi.

Penelitian menyatakan bahwa berdasarkan pengelompokan responden (Pemerintah; Masyarakat dan Akademisi/Peneliti) sub-kriteria hasil pemetaan IPA, serta model yang disusun telah sesuai dengan pandangan umum dari masing-masing kelompok responden. Prioritas program penanganan jalan kabupaten ditentukan oleh *readiness criteria* dengan nilai bobot 40% dan *multi criteria* dengan nilai bobot 60%. Nilai bobot kriteria penyusun *multi criteria*, yaitu Kriteria Teknis 34%, Kriteria Spasial Ekonomi 35%; dan Kriteria Sosial Lingkungan Geopolitik 31%. Indikator penilaian sub-kriteria yang dihasilkan disesuaikan dengan ketersediaan data dan karakteristik lokal Kabupaten Kulon Progo. Penentuan prioritas dengan metode multi kriteria mempertimbangkan banyak aspek dibandingkan dengan metode yang telah digunakan.

**Kata Kunci :** penentuan prioritas, penanganan jalan kabupaten, IPA, SEM, Delphi.

# ABSTRACT

Transportation is a supporting factor for the development of an area. The smoothness of transportation on land is determined by road conditions. Efforts to maintain the condition of regency roads are by handling regency roads. The budgeting process for regency road management goes through a series of stages, from proposal to budget determination. Stakeholder perceptual equalization of the criteria and sub-criteria in prioritization of regency road management program are needed, so that the budgeting process is fast, targeted and transparent. The purpose of this study was to determine the criteria and sub-criteria; analyze the weight value of the criteria and sub-criteria; as well as formulating sub-criteria assessment indicators in prioritization of regency road management programs.

The research took a case study of Regency Roads in Kulon Progo Regency. Primary data collected in the form of a questionnaire survey of government representatives; community and academics/researchers regarding the level of importance and application of the criteria and sub-criteria for prioritizing regency road management programs. The data is then analyzed using Importance-Performance Analysis (IPA) in order to obtain the criteria and sub-criteria that need to be considered to be modeled using the Structural Equation Modeling (SEM) method. The sub-criteria weight values of the model results are then validated using the Delphi method.

The research states that based on the respondent grouping (Government; Society and Academics/Researchers) the sub-criteria for the results of the IPA mapping, as well as the model compiled are in accordance with the general views of each respondent group. Regency road management program priorities are determined by the readiness criteria with a weight value of 40% and multi criteria with a weight value of 60%. The weight value of the criteria for compiling the multi criteria, namely the Technical Criteria 34%, the Economic Spatial Criteria 35%; and Geopolitical Social Environment Criteria 31%. The resulting sub-criteria assessment indicators are adjusted to the availability of data and local characteristics of Kulon Progo Regency. Prioritization using the multi-criteria method considers many aspects compared to the methods that have been used.

**Keywords:** prioritization, regency road management, IPA, SEM, Delphi.