



Infrastructure Policy in the Context of Improving the Social Economy of the Community by Building a Bridge Connecting Gampong Blang Mirou-Kumba, Bandar Dua District, Pidie Jaya Regency (Policy Implementation Study Based on Decree of the President of the Republic of Indonesia Number 75 of 2014 concerning the Acceleration of Priority Infrastructure Provision)

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ABSTRACT

In 2018, the construction of the Blang Mirou – Kumba steel truss bridge was carried out. Previously, residents of Blang Mirou, Ulee Gle Tunong Village and the people of Kumba-Ulee Gle, Bandar Dua District, Pidie Jaya Regency had asked the government to build a suspension bridge in their area. Due to the lack of connecting facilities, residents in the two areas bordered by the river are forced to travel quite far along another route. The purpose of this research is: (1) To analyze and study in depth the implementation of policies based on Presidential Regulation of the Republic of Indonesia Number 75 of 2014 concerning the Acceleration of Priority Infrastructure Provision in the context of improving the social and economic development of the community in the construction of bridges connecting villages in Gampong Blang Mirou-Kumba. (2) To analyze and study in depth the inhibiting and supporting factors for implementing policies based on the Presidential Regulation of the Republic of Indonesia Number 75 of 2014 concerning the Acceleration of Priority Infrastructure Provision in the context of improving the social and economic development of the community in the construction of bridges connecting villages in Gampong Blang Mirou-Kumba. By using a qualitative descriptive approach. The results of this study show. The construction of a bridge connecting the villages between Gampong Blang Mirou and Gampong Kumba increases social interaction, strengthens community brotherhood and develops Islamic religious education for both the people of Gampong Blang Mirou and Gampong Kumba as well as the communities around the two gampongs. The construction of a bridge connecting gampong between Gampong Blang Mirou and Gampong Kumba increases community income by reducing production costs, increasing land prices, the emergence of new business places and increasing tourists in Lhok Ugop. Community support was very large in the construction of the gampong connecting bridge, namely the land to the gampong connecting bridge was given free of charge without any compensation costs.

Keywords: Bridge Connecting Villages, Economic Improvement, Infrastructure, Social Improvement.

1. INTRODUCTION

Roads are a very important piece of infrastructure for development on both a national and regional scale. In regional development in Indonesia, there are 3 important things that support development in an area, namely electricity, water and roads. Therefore, this infrastructure has received great attention from the central and regional governments to support the progress of a region.

Data from the Ministry of Public Works states that currently the overall condition of damaged roads in Indonesia has reached 3,800 kilometers or 10 percent compared to the total length of national roads which reaches 38,500 kilometers. Almost every region in Indonesia is not free from the problem of damaged roads. The worst level of road damage is in region III or Eastern Indonesia. Around 17.72 percent of the total length of roads in the area is declared damaged. The indicator is very simple, the road conditions are not suitable.

Similar views and conditions also occurred in region I along Aceh to Lampung. Around 11.84 percent of the total length of roads in this area is declared damaged. Meanwhile, in region II, which includes Java, Kalimantan and Nusa Tenggara, the level of damage reached 7.97 percent of the total length of existing roads. Road damage is not only experienced by residents in these areas. Residents in the capital and surrounding areas also have to accept road

conditions that do not meet expectations. Of the total length of national roads in Jabodetabek which reaches 420 kilometers, 15 kilometers are declared to be in a damaged condition. Director General.

Djoko Murjanto, Ministry of Public Works for Highways, admitted that roads in Indonesia are not yet in a completely stable condition. However, the data he has shows that the proportion of damaged roads is increasingly minimal. The government claims that 0.8 percent of all national roads are in slightly damaged condition. Meanwhile, the condition of roads categorized as seriously damaged is 9.2 percent of the total length of national roads, which is 38,500 kilometers.

The President of the Republic of Indonesia issued Presidential Regulation of the Republic of Indonesia Number 75 of 2014 concerning the Acceleration of Priority Infrastructure Provision. This regulation was made because considering that accelerating the provision of priority infrastructure which is carried out effectively, efficiently, on target and on time has an important and strategic role in realizing accelerated economic growth to realize people's welfare.

According to data from the Directorate General of Highways, Ministry of Public Works and Public Housing, the national road network in Aceh Province is as follows:

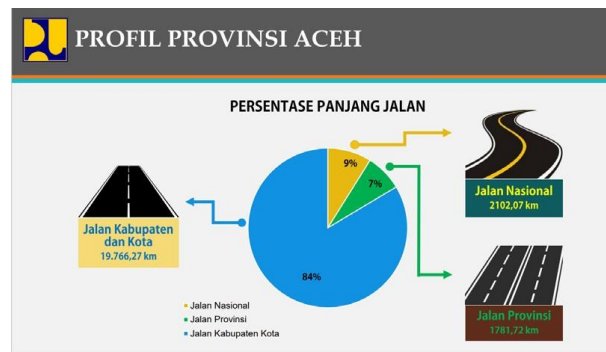


Figure 1. Profile of Aceh Province

Based on the picture above, it can be seen that the percentage of district/city roads in Aceh Province is 84 percent, while national and provincial roads and national roads are 7 percent and 9 percent. Based on the picture above, this research focuses on city district roads because according to the classification of roads based on government administration and status, this is a grouping of roads which is intended to create legal certainty for road operations in accordance with the authority of the government and regional governments. Public roads according to their status are grouped into national roads, provincial roads, district roads, city roads and village roads.

One of the infrastructure policies taken based on the implementation of the Presidential Decree of the Republic of Indonesia Number 74 of 2014 is regional planning in Kab. Pidie Jaya. This is stated in Pidie Jaya Regency Qanun Number 7 of 2014 concerning the Pidie Jaya Regency Medium Term Development Plan (RPJMK) for 2014-2019 in Pidie Jaya Regency. The Vision and Mission in the development of Pidie Jaya Regency in 2014-2019 need to be translated into the formulation of general policies and programs consistently and specifically. General policies and development programs are a conceptual bridge to connect the formulation of medium-term goals with medium-term and annual development achievements. General policy is the policy direction taken in order to achieve the measurable targets of each target in the RPJMK. Meanwhile, a development program is a policy instrument that contains one or more activities carried out by the SKPK or together with the community, which are coordinated by the regional government to achieve regional development goals and objectives.

In 2009 to 2014, a road was opened that connects Meureudu (Pidie Jaya district) to Geumpang (Pidie district), but due to protected forest constraints and regional financial conditions, the road has not been completed. It is hoped that the road can be completed soon so that it can be used as soon as possible. by people in two neighboring districts, the passage of this road will open up isolation and make it easier for people to interact in all aspects of life. Based on the survey results, the total length of the Meureudu-Geumpang road is ± 53 Km, of which 18 Km has been paved with a width of 9 M and 5.5 Km has been paved with a width of 5 M while the rest has not been broken through for ± 35 Km. This has been coordinated. with the Aceh Provincial Government to provide construction costs, while the costs of

compensation for land affected by widening will be the responsibility of the Regency government or through other legitimate funding sources.

The road network in the district is 520,834 km long, covering 8 (eight) sub-districts in the Pidie Jaya Regency area. The construction of Regency roads with a length of up to 520,834 Km requires very large costs, but this is a target that must be completed in stages and will be carried out from various funding sources, both APBN, APBA, APBK and the private sector, while remaining guided by the established standards, as well as for roads. What has been built still requires several locations to improve slopes, bends and visibility which will be carried out in stages. road network conditions based on status in Pidie Jaya Regency.

Judging from the condition of Pidie Jaya Regency roads until 2017, 70,369 km (13.51%) were in good condition, 23,746 km (4.6%) were in slightly damaged and moderately damaged condition and 373,441 km (71.70%) were in heavily damaged condition. %) of the total length of roads in Pidie Jaya Regency. This is the main target for the future by the Pidie Jaya Regency government to provide good and comfortable transportation facilities to all road users. Furthermore, road conditions are based on type according to sub-districts in Pidie Jaya Regency in 2017.

Apart from road construction, the Pidie Jaya Regency Government is also paying attention to the condition of bridges which provide easy transportation for the community. Currently Pidie Jaya has 122 bridge units, both wooden and concrete slabs. A total of 91 bridges are constructed of concrete slabs, 12 units are wooden floor bridges. Meanwhile, the remaining 19 units are suspension bridges in rural areas. Of the total bridges, 48 units or 40 percent are in good condition. 16 percent of suspension bridges are in good condition and 17 percent of wooden floor bridges are in good condition. The following are the number and length of concrete plate bridges.

Apart from road construction, the Pidie Jaya Regency Government is also paying attention to the condition of bridges which provide easy transportation for the community. Currently Pidie Jaya has 122 bridge units, both wooden and concrete slabs. A total of 91 bridge units are constructed of concrete slabs, 12 units are wooden floor bridges. Meanwhile, the remaining 19 units are suspension bridges in rural areas. Of the total bridges, 48 units or 40 percent are in good condition. 16 percent of suspension bridges are in good condition and 17 percent of wooden floor bridges are in good condition. Infrastructure development in the rural road sector in Pidie Jaya Regency is increasing rapidly with a total length reaching 425.27 km.

The increase in the construction of rural roads with asphaltting has almost reached 50 percent, this has had a big impact on helping the Pidie Jaya community with transportation in carrying out daily activities, especially in the economic sector, such as selling plantation, agricultural and fishery products to market centers in Pidie Jaya Regency.

Bandar Dua District, with an area of 10,090.38 Ha, includes Gampong Kumba Ateueh, Cot Keng, Blang Miro, Krueng Kiran, Kumba, Cot Geurufai, Lhok Pusong, Gaharu, and Alue Sane. The livelihoods of the residents of Bandar Dua District are dominated by farmers, planters, livestock breeders and also daily traders at the Lambaroe Main market to meet their daily needs.

In 2018, the construction of the Blang Mirou – Kumba steel truss bridge was carried out using the DAK budget, the tender process for this construction package used a budget of 14 billion Rupiah. Previously, the residents of Blang Mirou, Ulee Gle Tunong Village and the people of Kumba-Ulee Gle, Bandar Dua District, Pidie Jaya Regency had asked the government to build a suspension bridge in their area. Due to the lack of connecting facilities, residents in the two areas bordered by the river are forced to travel quite far along another route. Proposals are submitted every year to the local district government, but only received a response in 2018.

Viewed as a policy/program/function of local government, of course it is generally defined as a government activity that has boundaries that include many activities involving ratification or legislation, and the use of necessary resources. This policy can be seen from what is produced or provided to the community by the government as a form of concrete action based on what has been promised by the government or has been ratified by law. Another way to understand the meaning of a policy is to look at it in terms of its final results, namely in terms of what has actually been achieved which will allow us to provide an assessment of whether the formal/normative objectives of a policy have actually been proven to be realized in actual policy practice.

Viewed in a cycle, the public policy process begins with the existence of certain issues as a problem and then various alternative solutions to the problem begin to be sought, which is continued with the formulation of policies which will later be implemented by an institution or agency or individual related to the problem. The policy is then

evaluated which can lead to policy revisions or policy changes until it becomes a policy ending stage which can also return to being an issue that will cause problems again, requiring new alternative solutions.

From the cycle described, it is hoped that it will be able to resolve the problems that occur in the community in this research, so there is a need for an evaluation of the implementation so that in the future this problem does not arise again and road users can get their rights to use the road freely, comfortably and safely.

This research focuses on the policy stages and the impacts resulting from the implementation of the policy, which means that policy evaluation essentially questions what actually happened as a result of a policy or what happened after a particular policy was implemented. In this way, the evaluation will question the real impact of a legislative process or how far a particular policy actually achieves the desired results.

Many studies have been conducted regarding the impact of bridge construction and policy evaluations, both in Indonesia and in foreign countries. As was done by Ananda Tri Dharma Yanti et al, students at Brawijaya University Malang in their research entitled "The Impact of the Suramadu Bridge Construction Policy on Community Socio-Economics in the Development of the Suramadu Bridge Area (Study in West Sukolilo Village, Labang District, Bangkalan Regency)". Based on this research, it was found that there was a link between socio-economic impacts and development policies for the Suramadu bridge area on the Madura side as well as a link between evaluation of development policies for the Suramadu bridge area on the Madura side in terms of effectiveness, efficiency, adequacy, equity, responsiveness and accuracy.

Meanwhile, according to research conducted by Martin Otundo entitled "Determinants Of Monitoring And Evaluation Processes Of Road Construction Projects In Kenya National Highways Authority (Kenha), Central Region, Kenya" this study found that there is a large influence of resource availability on monitoring and evaluation of road infrastructure development. The study revealed that adequate resources ensure timely completion of construction projects along with competent project staff. The availability of monitoring and evaluation personnel influences road infrastructure development projects.

This is different from research conducted by Mohammed Ali Berawi entitled "Designing National Policy And Strategies For Inclusive Development: Accelerating Infrastructure Development For Growth And Prosperity". This research found that the momentum of accelerating infrastructure development and connectivity programs to achieve sustainable development goals, stimulate economic growth, reduce poverty and improve people's quality of life must continue to be supported.

Therefore, based on the presentation of several studies above regarding infrastructure development for the community's economy, when compared with this research, of course there are many differences, because this research explains the policies and the resulting impacts. The road construction policy itself needs to be evaluated in the sense of the policy process, not in the physical explanation of the road or in terms of the budget, but the final result of this research will be to know the socio-economic impacts resulting from infrastructure development and several recommendations will be given that can be used as considerations in implementing infrastructure development, city/district roads in other areas.

2. LITERATURE REVIEW

2.1. Policy Implementation Theory

Policy implementation is a concrete manifestation of policies that have been implemented within a predetermined time period. Mustari (2013) said that policy implementation is something important, even more important than policy making. Policies will just be dreams or good plans stored neatly in the archives if they are not implemented. The policy does not end once it has been agreed upon, the policy can even be revised after several things are found that are not appropriate during its implementation. The term implementation refers to a number of activities that follow a statement of intent regarding program goals and desired results by government officials. Implementation includes actions (non-actions) by various actors, especially bureaucrats, intended to make the program work. The implementation process cannot be separated from various obstacles that arise due to the complexity and complexities involved, these obstacles can become obstacles and delay the success of an implementation and can even cause implementation failure.

According to Horn in Ratri (2014: 4) states that "implementation of public policy is actions carried out by individuals or groups of the government and private sector which are directed to achieve the goals set in previous

policy decisions". This means that the implementation process will not take place before laws or regulations are enacted and funds are provided to finance the policy implementation process. On the other hand, policy implementation is considered a complex phenomenon which may be understood as a process, output or result. Meanwhile, according to Horn in Tahir (2014: 55) "interprets implementation as actions carried out by either individuals/officials or government or private groups which are directed at achieving the goals outlined in the policy".

2.2. Infrastructure Development and Development

Infrastructure is a system that can support social and economic systems while also connecting environmental systems, where this system can be used as a basis for making policies. N. Gregory Mankiw (2003) said that in economics, the meaning of infrastructure is a form of public capital which consists of public roads, bridges, sewer systems and others, as investments made by the government. Infrastructure is defined as basic facilities or structures, equipment, installations that are built and required for the functioning of the social system and economic system of society. The infrastructure system is the main supporter of the social system and economic system in people's lives (Mankiw: 2003).

2.3. Policy Implications

According to Islamy (2003, 114-115), implications are everything that has been produced by the policy formulation process. In other words, implications are the consequences and consequences that arise from the implementation of certain policies or activities. According to Winarno (2002:171-174): there are at least five dimensions that must be discussed in calculating the implications of a policy. These dimensions include: first, policy implications on public problems and policy implications on the people involved. Second, policies may have implications for circumstances or groups outside the targets or objectives of the policy. Third, policies may have implications for current and future conditions. Fourth, evaluation also concerns another element, namely direct costs incurred to finance public policy programs. Fifth, indirect costs borne by the community or several community members due to public policies.

2.4. Organization Theory

Organizational theory is formed to achieve common goals which is based on the opinion of Fahmi (2016: 39) which states as follows "An organization is a collection of individuals who are in an institution or government, where the individuals are different from each other with dimensions that include culture, values, education, gender, marital status, age, occupation and so on". In achieving common goals effectively, good and correct management is needed, in using resources, then these problems tend to reappear. Management power is very important in an organization, where to achieve organizational development, the role of all parties in its implementation is needed. various kinds of work so that coordination is needed so that these activities can run well.

2.5. Human Resources Theory

According to Sulistiyani (2013: 4) explains that Human Resources (HR) are: Civil servants, citizens of the Republic of Indonesia who have fulfilled the specified requirements, are appointed by authorized officials, are assigned duties in a state position or are entrusted with other duties, are paid based on applicable laws and regulations and is also an implementing element of the government, glue, unifying the nation and state and is also trusted by the government to achieve national goals. According to Nawawi (2011: 87) there are three definitions of human resources, namely: First: Human resources are people who work within an organization (also called personnel, workforce, workers or employees). Second: Human resources are human potential as a driving force for an organization to realize its existence. Third: Human resources are potential which are assets and function as capital (non-material/non-financial) in a business organization, which can be realized into real physical and non-physical potential in realizing the existence of the organization.

2.6. Implications of the Role of Community in Development

According to BS Muljana (2016: 3) development carried out by the government is generally infrastructure or infrastructure, village development is part of national development and village development has a very important meaning and role in achieving national goals, physical buildings or institutions that have activities others in the fields

of economics, social culture, politics and defense and security. Development is the utilization of the results of the physical development of a village, namely by building or improving facilities and infrastructure that will create or improve the lives of village communities. The village development process is a mechanism based on the wishes of the community.

2.7. Community Socio-Economic Development

The social development process is interventional. Increased changes in social welfare occur due to planned efforts carried out by change agents, not naturally due to the working of the market economic system or with historical incentives. The social development process is more focused on humans who can implement specific plans and strategies to achieve social development goals.

Community development (Community Development) has an organized work system. Systematic planning is needed before empowering the community. So, what needs to be considered is the system of behavior change theory. And there needs to be certainty that interventions (basic logic) are in accordance with the needs of benefit recipients or the community. This is usually called contextual mentoring. And technically what is usually done in the community empowerment process is starting from making plans, programs (program design), implementing the program, monitoring the program and evaluating the program to obtain and measure the results of program achievements and recommendations for future program improvements. The cycle of the Community Development work system will greatly influence the sustainability of community empowerment.

3. RESEARCH METHODS

3.1. Research Approach

In this research, researchers used qualitative methods. Using qualitative methods because this research is based on existing social phenomena and in this research analysis is carried out on deductive or inductive inference processes as well as analysis of the dynamics between observed phenomena using scientific logic.

3.2. Research focus

This research will focus on implementing policies based on Presidential Regulation of the Republic of Indonesia Number 75 of 2014 concerning the Acceleration of Priority Infrastructure Provision in order to improve the social and economic development of the community in the construction of bridges connecting villages in Gampong Blang Mirou-Kumba. The detailed focus of this research is as follows:

- 1) Infrastructure Policy in the Context of Improving the Community's Socio-Economics by Building a Bridge Connecting Gampong Blang Mirou – Kumba District. Bandar Dua Kab. Pidie Jaya, with the following indicators:
 - a. Social improvement
 - b. Economic improvement
- 2) Inhibiting and supporting factors in implementing Infrastructure Policy in the Context of Improving Community Socio-Economics by Building a Bridge Connecting Gampong Blang Mirou – Kumba District. Bandar Dua Kab. Pidie Jaya, with the following indicators:
 - a. Internal factors
 - b. External Factors.

3.3. Data analysis technique

Data analysis techniques are carried out on the data that has been collected in this research which will later be analyzed using descriptive analysis, namely an interactive analysis model in accordance with the opinion of Miles and Huberman in Sugiyono (2016: 337) which states as follows "Activities in qualitative data analysis are carried out interactively, continues continuously until completion, so that the data is saturated."

This research is a type of field research. Field research is research carried out in the field in order to collect data on respondents. Qualitative analysis is described by words or sentences which are separated according to categories to obtain conclusions and are appointed simply to make it easier to combine two variables, then qualified. Methods of data analysis from observation, interviews, field data and documentation after the data has been processed by reduction (which is a form of analysis that sharpens, categorizes, directs, removes what is not necessary, and organizes

data in such a way that final conclusions can be drawn and verified), presentation of data (Reducing data means making a summary, selecting the main things, focusing on important things, looking for themes and patterns, and discarding those deemed unnecessary), and verification (a type of research that has the aim of testing a theory or previous research results, so that results are obtained that strengthen or invalidate the theory or previous research results). Then it can be analyzed using inductive thinking, namely starting from concrete facts or events and then general conclusions can be drawn under specific conditions to produce a final conclusion.

4. DISCUSSION

4.1. Infrastructure Policy in the Context of Improving the Social Economy of the Community by Building a Bridge Connecting Gampong Blang Mirou – Kumba, Bandar Dua District, Pidie Jaya Regency

Implementation is a dynamic process whose implementation involves efforts to find out what will and can be done. The success or failure of a policy is basically determined at the level of its implementation. It is often found that even a good policy planning process does not guarantee success in its implementation. Implementation is essentially an effort to understand what should happen after a process is carried out.

Implementation involves efforts by policy makers to influence or regulate the behavior of the target group. For simple policies, implementation only involves one body that functions as the implementer, for example a school committee policy to change teachers' teaching methods in the classroom. On the other hand, for macro policies, for example rural poverty reduction policies, implementation efforts will involve various institutions, such as district, sub-district and village government bureaucracies.

In general, a policy is a piece of writing that provides general instructions regarding determining the scope that provides limits and general direction for someone to move. Policy can also be interpreted as a collection of concepts and principles that form the basis for implementing work, leadership and ways of acting. Policies can take the form of decisions that are firmly and carefully thought out by top decision makers and not activities that are programmed and related to decision rules. Policy implementation connects policy objectives and their realization with the results of government activities so that the task of implementation is to form a network that allows public policy objectives to be implemented through the activities of government agencies involving various interested parties (policy stakeholders).

Policy implementation is a concrete manifestation of policies that have been implemented within a predetermined time period. Mustari (2013) said that policy implementation is something important, even more important than policy making. Policies will just be dreams or good plans stored neatly in the archives if they are not implemented. The policy does not end once it has been agreed upon, the policy can even be revised after several things are found that are not appropriate during its implementation. The term implementation refers to a number of activities that follow a statement of intent regarding program goals and desired results by government officials. Implementation includes actions (non-actions) by various actors, especially bureaucrats, intended to make the program work.

The implementation process cannot be separated from various obstacles that arise due to the complexity and complexities involved, these obstacles can become obstacles and delay the success of an implementation and can even cause implementation failure.

a. Social improvement

A social interaction will not be possible if it does not fulfill two conditions, namely, social contact and communication. A social contact can be in the form of primary contact and secondary contact. The ongoing process of social interaction is based on various factors, including imitation, suggestion, identification and sympathy (Soekanto, 2007: 70). These factors can operate separately or in combination. According to Soekanto (2007: 70), forms of social interaction can take the form of cooperation, competition, and can even take the form of conflict or conflict. A dispute may result in regret, perhaps the regret will only be acceptable for a while, which process is called accommodation and this means that both parties are not completely satisfied. A state can be considered the fourth form of social interaction.

The social development process is interventional. Increased changes in social welfare occur due to planned efforts carried out by change agents, not naturally due to the working of the market economic system or with historical incentives. The social development process is more focused on humans who can implement specific plans and strategies to achieve social development goals.

Community development (Community Development) has an organized work system. Systematic planning is needed before empowering the community. So, what needs to be considered is the system of behavior change theory. And there needs to be certainty that interventions (basic logic) are in accordance with the needs of benefit recipients or the community. This is usually called contextual mentoring. And technically what is usually done in the community empowerment process is starting from making plans, programs (program design), implementing the program, monitoring the program and evaluating the program to obtain and measure the results of program achievements and recommendations for future program improvements. The cycle of the Community Development work system will greatly influence the sustainability of community empowerment.

The aim of social development is to improve social welfare. Social welfare connotes a social condition in which social problems are regulated, social needs are met and social opportunities are created. Not just charity activities or public assistance provided by the government. Meanwhile, the aim of Community Development itself is to make a group of people, community or society independent in the process of thinking, acting and controlling the potential they have. And therefore, to carry out community empowerment, a gradual and consistent mentoring process is needed.

From this description, researchers can determine several findings, as follows:

- Finding 1** : Development Bridges connecting gampongs make people connect with each other who previously did not have close access to interact with each other.
- Finding 2** : Not only the people of Gampong Blang Mirou and Gampong Kumba There has been an increase in social interaction, but other gampongs in the surrounding area also have easier access when traveling.
- Finding 3** : Since the construction of the gampong bridge between Gampong Blang Mirou and Gampong Kumba have a closer relationship between the two villages.
- Finding 4** : The growth and development of Islamic religious education, both Al Quran (TPA) to the recitation of the yellow book or Majlis Ta'lim in the community and mutual integration between Gampong Blang Mirou and Gampong Kumba.

Based on findings 1, 2, 3 and 4, the formulation of the proposition is as follows:

Proposition 1: The construction of bridges connecting gampongs increases interaction social, strengthening community brotherhood and developing education.

b. Economic Improvement

Literally, the definition of economics is all human effort and power in fulfilling their daily needs in order to achieve a level of prosperity. Therefore, economics is a science related to human actions and behavior in meeting their growing needs for life with existing resources through production, consumption and distribution activities.

In general, it can be said that economics is a field of study regarding the management of individual, community and state material resources to improve human welfare. Because economics is the science of human behavior and actions to meet the varied and developing needs of life with existing resources through choices of production, consumption and/or distribution activities.

The concept of "welfare" which includes humanitarian and spiritual goals, will of course result in the need to discuss economically what the essence of these welfare goals are and how to realize them. The objectives of the welfare concept do not only cover economic welfare in the purely material sense, but also include issues of human brotherhood and socio-economic justice, sanctity of life, individual honor, property honor, peace of mind and happiness, as well as harmony in family and community life.

Based on data analysis and discussion in this section, the findings are:

- Finding 5** : Bridges connecting gampongs increase community income by how to reduce production costs because transportation becomes easier.
- Finding 6** : Since there was a bridge connecting gampong, people have passed through Gampong Blang Mirou and Gampong Kumba are increasing, resulting in the emergence of new business places.
- Finding 7** : Land prices around the gampong connecting bridge has increased.
- Finding 8** : Increasing visitors or tourists to tourist attractions in Gampong Kumba whose name is Lhok Ugop.

Based on findings 5, 6, 7 and 8 above, the following proposition is formulated:

Proposition 2: Bridge Gampong liaison increases community income by reducing production costs, increasing land prices, the emergence of new business places and increasing tourists.

4.2. Inhibiting and supporting factors in implementing Infrastructure Policy in the Context of Improving Community Socio-Economics by Building a Bridge Connecting Gampong Blang Mirou – Kumba, Bandar Dua District, Pidie Jaya Regency

The inhibiting and supporting factors in the discussion of this research are the factors that hinder and support the implementation of policies based on the Presidential Regulation of the Republic of Indonesia Number 75 of 2014 concerning the Acceleration of Priority Infrastructure Provision in the context of improving the social and economic development of the community in the construction of village connecting bridges in Gampong Blang Mirou-Kumba both in the form of internal factors and internal factors.

a. Internal factors

Implementation according to Jones' theory in Mulyadi (2015: 45) says "Those Activities directed toward putting a program into effect" (the process of realizing a program to show results), while according to Horn and Meter in Ratri (2014: 4): "Those actions by public and private individual (or group) that are achievement or objectives set forth in prior policy" (actions carried out by the government). So implementation is an action taken after a policy has been established. Implementation is a way for a policy to achieve its goals.

According to Horn in Ratri (2014: 4) states that "public policy implementation is actions carried out by individuals or groups of the government and private sector which are directed to achieve the goals set in previous policy decisions". This means that the implementation process will not take place before laws or regulations are enacted and funds are provided to finance the policy implementation process. On the other hand, policy implementation is considered a complex phenomenon which may be understood as a process, output or result. Meanwhile, according to Horn in Tahir (2014: 55) "interprets implementation as actions carried out by either individuals/officials or government or private groups which are directed at achieving the goals outlined in the policy".

According to Mulyadi (2015: 12) that "implementation refers to actions to achieve the goals set in a decision. This action seeks to change these decisions into operational patterns and seeks to achieve large or small changes as previously decided." Implementation is essentially an effort to understand what should happen after the program is implemented. On a practical level, implementation is the process of implementing basic decisions.

Improving and developing infrastructure is a very complicated and complex matter in state life, improving and developing infrastructure is aimed at the prosperity and welfare of society. Why is the infrastructure problem a very complicated problem, because in the development sector in Indonesia there is no widespread distribution that extends to all corners of this country. So this is something that needs to be considered in state life. We know how many policies have been issued by local governments in this regard but have not provided any satisfaction to the community. The increase and equitable development of infrastructure is highly anticipated by the public. Because social welfare, tranquility in state life is highly desired by every level of society. Infrastructure development is an important and vital aspect to accelerate the national development process.

Based on the discussion above, the findings in this section are:

Finding 9 : The people of Gampong Blang Mirou and Gampong Kumba are very supportive of building a bridge connecting the villages.

Finding 10 : The community provided land for the construction of a bridge connecting the gampong free of charge without any compensation costs.

Finding 11 : No inhibiting factors were found in the construction of the bridge connecting the gampong.

Based on findings 9, 10 and 11, the proposition formulation is as follows:

Proposition 3: The community's support was very large in the construction of the gampong connecting bridge, namely the land to the gampong connecting bridge was given free of charge without any compensation costs.

b. External Factors

According to Matland in Hamdi (2014: 98), "policy implementation is generally divided into two groups, namely groups with a top-down approach and groups with a bottom-up approach." According to Matland Hamdi (2014: 98) added, there are four policy implementation paradigms, namely as follows:

- 1) Low conflict-low ambiguity (administrative implementation).
- 2) High conflict-low ambiguity (political implementation).
- 3) High conflict-high ambiguity (symbolic implementation).
- 4) Low conflict-high ambiguity (experimental implementation).

According to Widodo in Pratama (2013: 230) said "public policy implementation is one of the stages of the public policy process as well as a very crucial study". It is crucial because no matter how good a policy is, if it is not prepared and planned well in its implementation, the policy objectives will not be realized, and vice versa. Thus, if you want policy objectives to be achieved well, then not only must the implementation stage be well prepared and planned, but also at the formulation or policy making stage it is also anticipated that it can be implemented.

According to Soenarko in Syahida (2014: 12) says "public policy is a decision made by authorized government officials, for the interests of the people, where the interests of the people are an integral whole from a combination of the crystallization of opinions, desires and demands. demands from the people."

Meanwhile, according to Wahab in Tahir (2014: 55) says "policy implementation is the implementation of basic policy decisions, usually in the form of laws, but can also take the form of important executive orders or decisions or decisions of judicial bodies usually, these decisions identify problems to be addressed, clearly stating the goals/targets to be achieved, and various ways to structure/manage the implementation process."

Public policy implementation has several models that serve as references in designing and implementing these policies. Policy implementation will affect the elements involved in it, both apparatus and society. According to Matland in Hamdi (2014: 98) "literature regarding policy implementation is generally divided into two groups, namely groups with a top-down approach and groups with a bottom-up approach". Groups with a top-down approach see policy designers as central actors in policy implementation. Top-down groups also focus their attention on factors that can be manipulated at a central level or on macro variables. The bottom-up group emphasizes two things, namely target groups and service providers. The bottom-up group focuses on micro variables. Then a third group emerged, which tried to harmonize the two groups by focusing on the ambiguous and conflicting aspects of policy implementation.

The efforts made by the Indonesian government in developing rural areas are by upgrading self-supporting (traditional) villages to become self-sufficient (advanced) and self-sufficient (transitional) villages. This is realized through increasing socio-economic activities and building the facilities and infrastructure needed by a village. Rural infrastructure has a very important role in an economy, apart from that, infrastructure which is access to all activities in each region must be able to bridge every economic activity in a region, especially rural areas. The relationship between infrastructure and the level of welfare of a village can be seen from the extent of the condition of the infrastructure in the rural area. If the infrastructure in the rural area is truly effective then this will be accompanied by a fairly good level of welfare.

In this case, the government should provide the best service to the community, with good road infrastructure which will affect the welfare of the community. Otherwise, it will affect the welfare of society by causing social mobility and hampering economic activities. Apart from that, good road quality also plays an important role because if the road quality is bad it will reduce the pace of the economy and economic growth. According to Moteff in Prapti, Suryawardana and Triyani, 2015, infrastructure is not limited only to an economic perspective but also to defense and government sustainability.

If a country experiences a lack of infrastructure, it will cause many people to live confined to isolated areas with very severe levels of poverty. Therefore, infrastructure has a positive role in economic growth (J'afar M in Prapti, Suryawardana and Triyani, 2015). And the government must also prepare infrastructure that is able to encourage improvements in people's living standards in the long term.

Based on the discussion above, the findings in this section are:

Finding 12 : Factor The external support for the construction of this gampong connecting bridge is very large, it seems that there were no obstacles in its construction.

Finding 13 : Factor The external support is that the community's proposal is a suspension bridge, but the government is building a steel frame bridge.

Based on findings 12 and 13, the proposition formulation is as follows:

Proposition 4: Factor The external support for building bridges connecting gampong can be seen from the community's proposal for a suspension bridge, but the government is building a steel truss bridge.

Based on minor propositions 1, 2, 3 and 4, the major proposition is formulated as follows:

Major Proposition :The construction of connecting bridges between Gampongs increases social interaction surrounding communities and able to grow the economy of the surrounding community.

5. CONCLUSIONS AND RECOMMENDATIONS

5.1. Conclusion

Based on the description and discussion of research results regarding Infrastructure Policy in the Context of Improving Community Socio-Economics by Building a Bridge Connecting Gampong Blang Mirou – Kumba District. Bandar Dua Kab. Pidie Jaya (Policy Implementation Study Based on Decree of the President of the Republic of Indonesia Number 75 of 2014 concerning the Acceleration of Priority Infrastructure Provision) the following conclusions can be drawn:

1) Infrastructure Policy in the Context of Improving the Social Economy of the Community by Building a Bridge Connecting Gampong Blang Mirou – Kumba District. Bandar Dua Kab. Pidie Jaya:

Based on data analysis and theory, it can be concluded that the gampong connecting bridge between Gampong Blang Mirou and Gampong Kumba is able to significantly increase community social interaction and grow the economy of the community around the gampong connecting bridge.

- a. The construction of a bridge connecting the gampongs between Gampong Blang Mirou and Gampong Kumba increases social interaction, strengthens community brotherhood and develops Islamic religious education for both the people of Gampong Blang Mirou and Gampong Kumba as well as the communities around the two gampongs.
 - b. The construction of a bridge connecting gampong between Gampong Blang Mirou and Gampong Kumba increases community income by reducing production costs, increasing land prices, the emergence of new business places and increasing tourists in Lhok Ugop.
- 2) Inhibiting and supporting factors in implementing Infrastructure Policy in the Context of Improving Community Socio-Economics by Building a Bridge Connecting Gampong Blang Mirou – Kumba District. Bandar Dua Kab. Pidie Jaya
- a. No factors were found that hindered the construction of a gampong bridge between Gampong Blang Mirou and Gampong Kumba. The community's support was very large in the construction of the gampong connecting bridge, namely the land to the gampong connecting bridge was given free of charge without any compensation costs.
 - b. The external supporting factors for building a bridge connecting the gampong can be seen from the proposal from the community, namely a suspension bridge, but the government is building a steel frame bridge.

5.2. Research Implications

a. Theoretical Implications

The construction of a gampong bridge between Gampong Blang Mirou and Gampong Kumba increases social interaction, strengthens community brotherhood and develops Islamic religious education as well as increasing community income by reducing production costs, increasing land prices, the emergence of new business places and increasing tourists in Lhok Ugop. Infrastructure generally refers to physical development for public facilities such as; highways, airports, ports, electricity, telecommunications, clean water, waste processing, hospitals, schools, and so on. Apart from that, infrastructure also refers to technical matters that support community economic activities, such as: transportation capital, distribution of goods and services and so on. Infrastructure

has a very important role in the economic system. The better the condition of the infrastructure, the better the impact on the economy. Infrastructure is the lifeblood of the economy that determines whether or not economic activities run smoothly, including the people's economy. If the condition of infrastructure such as roads, irrigation canals, telecommunications and other infrastructure is poor then don't expect economic development to run as expected. In this case, building infrastructure also means building the economy, which is oriented towards the level of community welfare.

Robert J. Kodoatie (2005) Infrastructure is a system that can support social and economic systems while also connecting environmental systems, where this system can be used as a basis for making policies (Kodoatie: 2005). Meanwhile (Grigg, 1998) says that infrastructure refers to the physical system that provides transportation, water, drainage, buildings and other public facilities needed to meet basic human needs in the social and economic sphere. The infrastructure system is the main support for the functions of the social system and economic system in people's daily lives. The engineering definition also says that infrastructure is a physical asset designed in a system so that it provides important public services. In this case, building infrastructure also means building the economy, which is oriented towards the level of welfare (Grigg: (1988).

b. Practical Implications

As for the suggestions in this dissertation research, the researcher recommends several good things to the community, to the government, and to advanced researchers, namely:

Communities of Gampong Blang Mirou and Gampong Kumba: the community must maintain the bridge connecting the gampongs if there are parties who want to damage it, continue to increase community social interaction because there is access that connects the two areas which have previously been cut off, continue to improve the community's economy because transportation has been easy with the construction of a bridge connecting the gampong.

The government is related to: asphaltting the bridge and the road to the bridge which has not been done since the construction of the bridge connecting the gampong, adding lighting to the bridge connecting the gampong and its surroundings, carrying out renovations or repairs if the bridge connecting the gampong is damaged in the future.

Advanced researcher interested in the world of Islamic boarding school education. Because this research contains a number of limitations, it is important to carry out further research on: the contribution of organizational commitment, work discipline, and job satisfaction to the performance of employees of educational institutions under the auspices of Islamic boarding schools, character education models in modern and traditional Islamic boarding schools, the contemporary transformation of Islamic boarding schools, because this aspect is important to research in positioning Islamic boarding schools with today's pluralistic realities.

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