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THE IMPACT OF INFRASTRUCTURE ESCALATION ON SERVICES AND ECONOMIC GROWTH IN SOUTHERN EAST JAVA

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ABSTRACT
The purpose of this study is to determine the efforts to improve infrastructure in services and economic growth as well as to determine the impact of increased infrastructure on services and economic growth. The results showed that efforts to improve infrastructure in services and economic growth one of them is the realization of the construction of the Southern Cross Line (JLS). JLS is included in one of the efforts to improve infrastructure in services and economic growth, especially in the southern part of Java. JLS development is a national project. JLS is part of the construction of the south coast of Java Road (Pansela), starting from Pacitan, Trenggalek, Tulungagung Blitar, Malang, Lumajang, Jember and Banyuwangi. The results also show that through the construction of the Southern Cross Line (JLS) is expected to improve services and economic growth, especially economic growth in the southern part of Java considering the income and economic inequality between Southern and Northern Java. The southern part of Java can be categorized as poor, given the limited access to infrastructure.

KEYWORDS infrastructure escalation; economic growth; public services

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INTRODUCTION
Massive and equitable development throughout Indonesia in the last five years is the foundation for Indonesia's progress in the future. The availability of infrastructure into Indonesia's capital is increasing to become a developed country and is not trapped as a
developing country alone. As a foundation, infrastructure development has a multiple impact that drives the economic growth of a country. The short-term impact of infrastructure development is to create jobs because during the development process, it certainly requires the involvement of human labor as the main factor supporting development. In addition, infrastructure will create new points of economic growth.

In March 2022, JLS construction in Blitar resumed and there are three location points that will be additional to JLS development in Blitar. Three location points were added, namely Tambakrejo, Sidomulyo and Bululawang lines. The length of each of the three sites is 13 kilometers. The addition of the JLS route will be carried out in stages and will be continued from 2022. JLS development is a national project. JLS is part of the construction of the south coast of Java Road (Pansela), starting from Pacitan, Trenggalek, Tulungagung Blitar, Malang, Lumajang, Jember and Banyuwangi. The length of Pansela road is estimated at 684 kilometers (Purwanti, 2022).

The development of the southern region is crucial, especially to overcome underdevelopment and poverty. The southern region is rich in fisheries, tourism and plantation potential, but it is a poor region. Some of the people of East Java in the area traversed by JLS are optimistic that the opening of access roads in coastal areas will be able to improve the economy of residents to increase human resources.

The construction of JLS to grow services and the economy in the southern region has not been fully completed. The Director General of highways explained that the completion of 12 roads along 12 roads along 126.8 km in East Java was carried out in 2024-2028 through the Phase II project “Trans South-South Java Road”. The funds used are from the Asian Development Bank (ADB) and the Islamic Development Bank (IsDB). Meanwhile, four sections along 111.27 km have not been handled because of land constraints. The completion of the construction of JLS which began in the early 2000s was anticipated by many parties, but it is no less important that the design of the development area through JLS so that the goal to overcome gaps and optimize economic potential can be realized (Perkim.id, 2022).

JLS is expected to boost tourism and facilitate the flow of goods and services that will help catch up with the economy of Southern East Java. In practice, the Presidential Staff Office (KSP) continues to encourage the acceleration of land acquisition for road construction. Efforts to accelerate land acquisition are carried out by issuing a revised forest area Use Agreement (PPKH) which is targeted to be completed in November 2022. The Government of East Java province supports the budget in the procurement of development land. In addition, the Ministry of PUPR will seek bailouts for land acquisition after the completion of administrative requirements by local governments (Pribadi, 2022).

Based on the description above, an in-depth study will be carried out related to the impact of infrastructure escalation on services and economic growth in South East Java. Then the formulation of the problems posed in this study are:(1) How are efforts to improve infrastructure in services and economic growth?, and (2) What is the impact of infrastructure improvements on services and economic growth?

**RESEARCH METHOD**

This study is included in the qualitative research approach. Qualitative research is research that uses natural backgrounds with the intention of interpreting phenomena that occur and is carried out by involving various existing methods (Anggito & Setiawan, 2018). This type of research is descriptive research. The researcher will describe an object, phenomenon or social setting that will be set forth in narrative writing. Meaning in writing data and facts collected in the form of words or images rather than numbers (Anggito & Setiawan, 2018).
Activities in qualitative data analysis are carried out interactively and continuously until the data is complete. The analysis of this study was conducted by data analysis model Miles, Huberman and Saldana (2014) which consists of data condensation, data presentation and conclusion.

**Condensation of data**

Data condensation refers to the process of selecting, simplifying, abstracting, and transforming data that approximates the entire body of written field notes, interview transcripts, documents, and empirical materials. The conclusion is that the condensation process of this data was obtained after researching interviews and obtaining written data in the field, which later transcripts of interviews were sorted to get the focus of research needed by researchers.

**Presentation of data**

Presentation of data is one of the qualitative data analysis techniques. Data presentation is an activity when a set of information is arranged so that it provides the possibility of drawing conclusions. The form of presentation of qualitative data in the form of narrative text (in the form of field notes), matrices, graphs, networks and charts. The presentation of data in qualitative research is carried out in the form of brief descriptions, charts and relationships between categories.

Miles and Huberman point out that the most frequently used to present data in qualitative research is with texts of a narrative nature. The presentation of data is considered to make it easier to understand what happened and plan further work based on what has been understood. When presenting data, it is recommended that the data display in addition to the narrative text can also be in the form of graphs, matrices, networks and charts.

**Conclusion**

Conclusion is one of the techniques of qualitative data analysis. Conclusion is the result of analysis that can be used to take action. The initial conclusions presented are still provisional and will change if no strong and supporting evidence is found at the next stage of data collection. However, if the conclusions presented at the initial stage are supported by valid evidence and consistency when the researcher returns to the field to collect data, the conclusions presented are credible conclusions.

Conclusions in qualitative research are new findings that have never existed before. Findings can be a description or description of an object that was previously dim or even dark so that after being examined it becomes clear. The conclusion can be either a causal or interactive relationship, or a hypothesis or theory.

**RESULT AND DISCUSSION**

Fundamentally, the role of infrastructure in the economy is important and central. Infrastructure is understood as *enabler* various other economic activities. The linkage of economic and social infrastructure investment with economic development, is covered by investments in infrastructure such as physical and financial aspects contained in highways, railways, air ports and other forms of transportation and communication plus Clean Water, financial institutions, electricity and public services such as education and health. The level of availability of infrastructure in a country is considered an important and decisive factor for the rate of speed and expansion of economic development.

The theory of development explains that to create economic activity an adequate infrastructure is necessary. In an effort to accelerate economic growth and strengthen the foundation of sustainable economic development, support for the provision of infrastructure with the principle can be done through two approaches. First, the provision
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of infrastructure based on needs is included in it to maintain the infrastructure that has been built. Second, the provision of infrastructure to encourage the growth of economic activity in a particular area. When the availability of funds is limited, the priority is directed to the first approach (provision of infrastructure based on needs), while when economic conditions have improved, new infrastructure development is carried out to encourage the growth of a region.

Related to regional development, one of the programs that must obtain priority is the provision of infrastructure to encourage economic growth. The provision of basic infrastructure does require large capital and may also not be immediately followed by a jump in the acquisition of added value. Nevertheless, the region has an obligation to fulfill the rights of the community as taxpayers in the form of providing public facilities, social facilities, infrastructure or what is known as public goods or services properly, safely and comfortably. Regional infrastructure is built to meet two main needs, namely serving the needs of the entire population as a basic need of the population and increasing the economic value of parts of the region to support regional economic growth.

In practice, there is a positive correlation between economic growth and the magnitude of government spending on infrastructure development. This is because government spending will grow faster than GDP or the elasticity of government spending to GDP is greater than one. If per capita income increases, then relatively speaking government spending will also increase. Government spending will increase to finance public demands related to ease of mobility to support economic activities (Bahasoan, 2022). There are several previous studies related to improving infrastructure for the benefit of services and economic growth. Here are some previous studies:

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<tr>
<th>No</th>
<th>Research title, year and name of the researcher</th>
<th>The main theories used</th>
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<th>Analysis Techniques</th>
<th>Research Findings</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>The influence of physical infrastructure on the output of the processing industry sector in Indonesia Anggraini et al., (2021)</td>
<td>Economic growth theory and infrastructure theory</td>
<td>of the processing industry sector • infrastructure • infrastructure • infrastructure • and communication technology infrastructure</td>
<td>Panel data regression analysis</td>
<td>Road infrastructure has no effect on the GDP output of the processing industry sector in Indonesia in 2014 to 2018. While the infrastructure of electricity, water and technology and information have a positive and significant effect on the GDP output of the processing industry sector in Indonesia in 2014 to 2018. Related to this is the need for equitable and inclusive infrastructure development, meaning that infrastructure development must be felt by all communities, especially the processing industry sector in Indonesia, in order to encourage national economic growth.</td>
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<tr>
<td>2</td>
<td>The effect of Infrastructure Development on economic growth in Indonesia Arga et al., (2022)</td>
<td>Infrastructure theory, economic growth and economic equity</td>
<td>development growth • The capita income distribution</td>
<td>Qualitative descriptive analysis</td>
<td>Increasing infrastructure development will increase economic growth in Indonesia. The increase in infrastructure development is reflected in the increase in road indicators which are the dominant indicators, because in recent years the Indonesian government has continued to carry out road construction in Indonesian regions, so that roads have a positive contribution</td>
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<td>No</td>
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| 3  | Implementation of community empowerment programs in improving the infrastructure of the residential area of the village (PM-PIK) in the Hinterland area of Batam City | Implementation theory and infrastructure theory | • measures and policy objectives of policy  
• between organizations related to the implementation activities  
• of bodies  
• The attitude of the executors  
• , social and political conditions | Qualitative descriptive analysis | to the increase in Gross Domestic Product (GDP) which is an indicator of economic growth in Indonesia. In addition, the results also show that economic growth will be accompanied by an increase in economic equity in Indonesia. The increase in economic growth is reflected in the increase in gross domestic product (GDP) which is dominant and the increase in economic equity is reflected in the increase in per capita income which is the dominant indicator. |
Effect of basic infrastructure development on economic growth in Indonesia

Arofah (2021)

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<thead>
<tr>
<th>No</th>
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<th>Research Findings</th>
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<tbody>
<tr>
<td>4</td>
<td>Effect of basic infrastructure development on economic growth in Indonesia</td>
<td>Infrastructure theory and economic growth</td>
<td>• growth infrastructure (roads, electricity, telephone and water)</td>
<td>Analisis PLS, FEM dan REM</td>
<td>Road infrastructure shows a significant influence on economic growth in Indonesia. It can be seen that if the length of the road increases by 1 percent, then economic growth will increase by 0.176395 percent, with the implementation of road desantralization, local governments have wider authority to build roads and repair damaged roads in an area. So that the road has a positive contribution to the process of establishing quality and quantity that has an impact on increasing economic growth in Indonesia. Electricity infrastructure shows a significant influence on economic growth in Indonesia with a confidence level of 95 percent. Telephone infrastructure has a positive, but not significant effect on economic growth in Indonesia. This can be seen by looking at the increase in telephone connections by 1 percent, then economic growth increased by 0.46 percent. This is due to the decline in the quality of telephone services, the decrease in the number of subscribers, and the increase in telephone tariffs. Telephony is an important asset when supported by good planning, high quality, and sufficient quantity. Water infrastructure has no significant effect but has a positive influence on economic growth in Indonesia with a...</td>
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<td>No</td>
<td>Research title, year and name of the researcher</td>
<td>The main theories used</td>
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<td>5</td>
<td>Analysis of the effect of Infrastructure Development on economic growth on the island of Sulawesi in 2014-2018</td>
<td>Theory of economic growth, infrastructure, road infrastructure and electricity infrastructure</td>
<td>• domestic product • infrastructure • infrastructure</td>
<td>Data panel regression analysis</td>
<td>Water infrastructure variables have a negative and significant influence on GRDP. While the variables of electricity and road infrastructure have a positive and significant influence on GRDP. Of course, electricity can play an important role in the economy. The availability of electricity in sufficient capacity will be able to improve the welfare of the community, especially on the island of Sulawesi. The increase in electricity development since 1995 and the availability of sufficient safe supply throughout the island of Sulawesi will be able to support the welfare of the community. While the condition of the road network that tends to fluctuate and tend to decline in some provinces in recent years can be the basis for the government in improving road construction. Because the development of road infrastructure is clearly a positive and significant effect. So it will have an impact on increasing the GRDP of the area.</td>
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<tr>
<td>6</td>
<td>Pengaruh Infrastruktur Ekonomi, Sosial dan Foreign Direct Investment terhadap Pertumbuhan Ekonomi Indonesia</td>
<td>Teori pertumbuhan ekonomi, infrastruktur, Foreign Direct Investment (FDI)</td>
<td>• growth • infrastructure • infrastructure</td>
<td>Panel regression analysis</td>
<td>First, road infrastructure has a negative and insignificant effect on economic growth in Indonesia. That is, when the road infrastructure has increased or decreased, it will not have an impact on economic growth. Second, electricity infrastructure has a positive and...</td>
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<td>No</td>
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<td>7</td>
<td>Infrastructure development in Islam: an economic and social overview</td>
<td>Infrastructure development theory</td>
<td>Economic</td>
<td>Descriptive qualitative</td>
<td>Infrastructure development, which is an important part, also did not go unnoticed. If a country has adequate infrastructure and is on target, economic goals will be easily achieved. In addition, social aspects are also affected so that indirectly it will also improve the social side of a country’s society. Of course, no less important is that infrastructure development should be for the benefit of all elements of society, not on the basis of the interests of certain individual interests.</td>
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<tr>
<td>8</td>
<td>Effect of infrastructure on economic growth in South Sumatra 2014-2017</td>
<td>Infrastructure theory and economic development</td>
<td>in district/city pdrb in South Sumatera province</td>
<td>Multiple linear regression analysis</td>
<td>Electricity infrastructure has no effect on economic growth in South Sumatra 2014-2017; road infrastructure has a negative effect on economic growth in South Sumatra 2014-2017; restaurant infrastructure has a significant effect on economic growth in South Sumatra 2014-2017; and post office infrastructure has a significant effect on economic growth in South Sumatra 2014-2017</td>
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<td>9</td>
<td>Analysis of the influence of road infrastructure on economic growth in Kaimana Regency</td>
<td>Theory of economic growth, infrastructure and road infrastructure</td>
<td>growth Theroad infrastructure</td>
<td>Simple regression analysis</td>
<td>Variable government spending in the field of road infrastructure does not significantly affect the economic growth of Kaimana Regency and government spending on road</td>
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<td>No</td>
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<td>10</td>
<td>The influence of public infrastructure on economic growth in Langsa City</td>
<td>Infrastructure theory, public infrastructure and economic growth</td>
<td>• growth infrastructure • infrastructure</td>
<td>Multiple linear regression analysis</td>
<td>Road infrastructure is influential but not significant to the economic growth of Langsa City. Road and water infrastructure simultaneously influential but not significant to the economic growth of Langsa City. Road and water infrastructure affect the economic growth of Langsa City by 21.7923% while by 78.2077% influenced by other variables not studied in the study.</td>
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<tr>
<td>11</td>
<td>Analysis of the effect of Infrastructure Development on economic growth in Kendari City</td>
<td>Infrastructure theory and economic growth</td>
<td>• infrastructure • infrastructure • Grossdomestic product</td>
<td>Multiple linear regression analysis</td>
<td>First, there is a significant positive influence of electricity infrastructure on economic growth in Kendari City. This significant positive influence indicates that the increase in electricity infrastructure development will have implications for increasing economic growth in Kendari City. Second, there is a positive and significant influence of water infrastructure on economic growth in Kendari City. This significant positive influence indicates that the increase in water infrastructure development will have implications for increasing economic growth in Kendari City. Fourth, there is a positive and significant influence of infrastructure development on economic growth in Kendari City. Where, the infrastructure development if developed properly it will also have an impact on the rate of economic growth is increasing along with the course of infrastructure development is good.</td>
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<td>12</td>
<td>Transjawa, economic growth and urbanization</td>
<td>Transportation theory and economic growth</td>
<td>• growth Transportation</td>
<td>Descriptive qualitative</td>
<td>The existence of TransJawa is not the only guarantee that guarantees the economic growth of the region. This is because of how difficult it is to find direct causalities between the existence of transportation infrastructure and economic growth, reflecting on experiences in other countries and in the past. There are many other variables that play a role and add to the complexity of regional economic growth and TransJawa is only one of them (not the only one) that has the potential to drive regional economic change. To measure and determine the economic growth of a region requires</td>
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<td>Infrastructure development theory</td>
<td>Grossdomestic product conditions</td>
<td>Linear regression analysis</td>
<td>the involvement of other variables, both exogenous and endogenous. Some variables that can be considered are first, the human or labor factor, both quantity (number, availability) and quality (capacity, skills, mobility); second, the development of the job market, both the increase in the number and diversity of jobs or the efficiency of working time; third, the guarantee of the availability and stability of systems and services infrastructure that supports production growth, in addition to the transport sector; fourth, the mobility of capital from the center to the periphery in order to trigger investment in the creation and development of micro and medium enterprises as a subsection of the macro industry; and, fifth, the guarantee of the availability and stability of the distribution and redistribution of goods/services.</td>
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<td>13</td>
<td>The effect of Highway and electricity infrastructure development on GRDP in Mojokerto City</td>
<td>Infrastructure development theory</td>
<td>Grossdomestic product conditions</td>
<td>Linear regression analysis</td>
<td>Road conditions and electrical variables are positive for GRDP Mojokerto. This can be interpreted that any increase in road condition variables and electrical variables will reduce the level of GRDP in the city of Mojokerto in 2004-2019. Variable road conditions and electrical variables have the effect to reduce the variable GRDP Mojokerto. These variables have an effect of 69.05%.</td>
</tr>
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<td>14</td>
<td>Changes in regional development before and after Toll Road Construction</td>
<td>Theory of economic growth</td>
<td>growth development</td>
<td>Qualitative descriptive analysis</td>
<td>The area through which the toll road passes is experiencing development in different economic aspects. Toll road construction is more enjoyed by areas that are the purpose of movement, while areas that are not the purpose of movement tend to be less benefited. In areas that are the goal of movement, economic activity and economic growth tend to continue to increase, while in areas that are not the goal of movement, economic activity and economic growth tend to decrease. The study also found that toll roads can affect the increase in land and building tax revenue, as well as the high toll rates that cause many trucks not to use toll roads, indicating that the goal of toll road construction that will increase interregional connectivity so that logistics costs can fall has not been achieved. Factors that influence the</td>
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</table>
| 15 | The effect of Infrastructure Development on the economic growth of Jambi province (Cobb Douglas function approach) | Theory of road, electricity and telephone infrastructure and economic growth | • Grossdomestic product  
• Thelong road  
• of electricity per capita (kwh)  
• of telephone lines (SST) | Regrei analysis | Road, electricity and telephone infrastructure have a positive effect on the output produced. The Output in question is GDP per capita where GDP per capita is a measure of economic growth that occurs in an area. The results also showed that education has a negative influence and electrical infrastructure has the greatest elasticity. |
| 16 | The impact of road infrastructure development on economic growth in Lebani Village, West Tapalang District, Mamuju Regency | Theory of infrastructure development and economic development | • Therole of the village government  
• Thedevelopment of road infrastructure  
• growth | Qualitative descriptive analysis | The role of the village government in the development of road infrastructure in Lebani Village, West Tapalang district, Mamuju Regency is very important as seen from several village government activities that refer to improving road infrastructure including village musrembang activities that are held once a year in these activities are always proposed to repair roads to the hamlets in Lebani village, in addition, the Government of Lebani village also always provides supervision of every project or infrastructure improvement that enters the village so that it can function according to the needs of the community. The results also show that the development of road infrastructure in Lebani Village, West Tapalang District, Mamuju Regency has implications for faster community mobilization, easier distribution of goods and easier access to adequate economic activity support facilities. Lebani village has natural potential that can be developed into a marine tourist attraction. |
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<td>17</td>
<td>Kebjakan implantation of Rural Infrastructure Development Program (PPIP) in Lopana Satu Village, East Amurang District, South Minahasa regency, North Sulawesi province</td>
<td>Public policy theory</td>
<td>• Onresources • Thedisposition • Thestructure of bureaucracy</td>
<td>Qualitative descriptive analysis</td>
<td>The implementation of the Rural Infrastructure Development Program (PPIP) in Lopana Satu Village, East Amurang Sub-District, South Minahasa regency has not been running optimally. This is indicated by the condition of the road found in a damaged condition, not in accordance with the age of the road, caused by lack of funds, lack of information received by the community so that the supervision of development becomes less, the use of tools and materials have not been able to guarantee the quality of the road, as well as the Edward III variables, namely communication has been running well but still needs to be improved in terms of community participation, resources are still inadequate, due to the low source of funds and supporting facilities in the form of facilities and infrastructure as well as the lack of involvement of local governments in the provision of supporting facilities for the construction of roads and waterways, the disposition can be said to be quite good. This is indicated by the support of the village government in implementing the PPIP Program, but in terms of community response to this program is still lacking. The bureaucratic structure can be said to have not gone well, this is indicated by the completion of the PPIP program that has not been on time in accordance with its provisions.</td>
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<td>18</td>
<td>The role of Local Government in the development of road infrastructure to improve the welfare of the community in Ulumanda District</td>
<td>Infrastructure development theory</td>
<td>• Therole of government • Thedevelopment of road infrastructure</td>
<td></td>
<td>The role of local government in realizing the development of road infrastructure in Ulumanda district, namely in planning, allocation, budgeting, and supervision, is already underway in accordance with Law Number 23 of 2014 on Local Government. Then seen in terms of the ability of the government in mobilizing public participation can be considered capable, because in accordance with the results of the answers and informants, as well as the inhibiting and supporting factors in infrastructure development in terms of the role of the government in</td>
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<tbody>
<tr>
<td>19</td>
<td>The effect of infrastructure on economic growth in South Sumatra</td>
<td>Economic growth and infrastructure theory</td>
<td>• infrastructure • infrastructure • infrastructure • growth</td>
<td>Multiple linear regression analysis</td>
<td>the implementation of development there are several inhibiting factors as mentioned above previously, but through motivation delivered directly and through improving the effectiveness of the work of each apparatus in Ulumanda district.</td>
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<tr>
<td>20</td>
<td>Effect of infrastructure and Human Development Index on economic growth of Langkat regency 2020-2019</td>
<td>Infrastructure theory, road infrastructure, economic growth, Human Development Index (HDI)</td>
<td>• infrastructure • growth • development index</td>
<td>Multiple linear regression analysis</td>
<td>First, partially the road infrastructure has no effect on economic growth in South Sumatra. Second, partially electricity infrastructure does not affect the economic growth of South Sumatra. Third, partially water infrastructure does not affect the economic growth of South Sumatra. Fourth, together Road infrastructure, electricity infrastructure and water infrastructure affect economic growth in South Sumatra province.</td>
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Source: Journal of previous researches

Based on several previous studies above, it is known that infrastructure development is considered to have an impact on growth so that infrastructure development is needed that is equitable and inclusive, meaning that infrastructure development must be felt by all communities, especially the processing industry sector in Indonesia, in order to encourage national economic growth. Increasing infrastructure development will increase economic growth in Indonesia. The increase in infrastructure development is reflected in the increase in road indicators which are the dominant indicators, because in recent years the Indonesian government has continued to carry out road construction in Indonesian regions, so that roads have a positive contribution to the increase in Gross Domestic Product (GDP) which is an indicator of economic growth in Indonesia.

Infrastructure development, which is an important part, also did not go unnoticed. If a country has adequate infrastructure and is on target, economic goals will be easily achieved. In addition, social aspects are also affected so that indirectly it will also improve the social side of a country's society. Of course, no less important is that infrastructure development should be for the benefit of all elements of society, not on the basis of the interests of certain individual interests.

The role of infrastructure as a driver in the economic sector will be able to drive the development of related sectors as a multiplier effect and will ultimately create new business fields and provide production output as input for consumption. Therefore, the government needs to accelerate development programs proportionally throughout the region. Thus, the development process that occurs is not only biased to areas that have developed, but also
to other areas that are considered still lagging behind. Infrastructure is believed to accelerate National Economic Development and improve the level of economic disparities between regions. In this context, infrastructure development can be a driver of economic growth. On the other hand, various challenges in infrastructure management and development are quite a lot, such as there are infrastructure gaps between regions and not optimal infrastructure networks to support the sustainability of economic development in the future. Therefore, to support public welfare and development investment, various infrastructures are needed, including road networks, electricity networks, telecommunications networks, clean water, and so on. The impetus for the increase in infrastructure is due to the level of demand from the sub-sector continues to increase. This can be understood because the need for infrastructure will continue to increase as the development process continues.

The purpose of this study is to determine the efforts to improve infrastructure in services and economic growth as well as the impact of increased infrastructure on services and economic growth. Infrastructure development plays a very important role to spur economic growth, both at the National and local levels, as well as reducing unemployment, poverty alleviation and of course improving the welfare of the people so that the government has a commitment to continue to improve infrastructure development because the availability of reliable infrastructure is very important to support economic activity and business growth. Some of the problems of the National Construction Services sector itself include: construction workers who do not have proportional competence in accordance with the increase in budget, competence and quality of business entities as service providers in Indonesia as well as policies and arrangements to support various uoaya development acceleration.

JLS is included in one of the efforts to improve infrastructure in services and economic growth, especially in the southern part of Java. JLS construction resumed in March 2022. JLS development in Blitar resumed and there are three locations that will be additional JLS development in Blitar. Three location points were added, namely Tambakrejo, Sidomulyo and Bululawang lines. The length of each of the three sites is 13 kilometers. The addition of the JLS route will be carried out in stages and will be continued from 2022. JLS development is a national project. JLS is part of the construction of the south coast of Java Road (Pansela), starting from Pacitan, Trenggalek, Tulungagung Blitar, Malang, Lumajang, Jember and Banyuwangi.

The improvement of infrastructure through the implementation of JLS is expected to improve services and economic growth, especially economic growth in the southern part of Java considering the income and economic inequality between Southern and Northern Java. The southern part of Java can be categorized as poor, given the limited access to infrastructure.

In practice, economic growth needs to be supported by the manufacturing industry, agriculture, forestry and fisheries sectors, accommodation and food and beverage sector, construction sector, and education services sector. Governments, both central and local, can implement two concrete steps to realize this growth, selective government investment with a focus on projects that promote productivity and increase private sector activity, namely: Transport and logistics infrastructure; taking into account the region's focus on areas that have leverage (first) that are large to be developed such as industrial zones, special economic zones (SEZs), and tourism areas. However, limited fiscal capacity led to investment can not rely only on government investment. Second, the provision of policy facilities to encourage economic growth by removing barriers that hinder the development of the private sector in six main sectors, improving the investment climate in the regions.
the use and distribution of repatriation funds for investment, maintaining people's purchasing power, and structural reforms.

CONCLUSION

The following conclusions in this study: (1) infrastructure improvement in services and economic growth one of which is the realization of the development of the Southern Cross Line (JLS). JLS is included in one of the efforts to improve infrastructure in services and economic growth, especially in the southern part of Java. JLS development is a national project. JLS is part of the construction of the south coast of Java (Pansela), ranging from Pacitan, Trenggalek, Tulungagung Blitar, Malang, Lumajang, Jember and Banyuwangi, (2) through the construction of the Southern Cross Line (JLS) is expected to improve service and economic growth, especially economic growth in the southern part of Java considering the income and economic inequality between Southern and Northern Java. The southern part of Java can be categorized as poor, given the limited access to infrastructure.

REFERENCES


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