

**ANALYSIS OF ABILITY TO PAY, WILLINGNESS TO PAY
AND OPERATIONAL COST OF BUS RAPID TRANSIT
TRANS JATENG: PURWOKERTO - PURBALINGGA**

Final Project Report
in fulfillment of the requirement for the degree
Bachelor of Civil Engineering

by:
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**INTERNATIONAL CIVIL ENGINEERING PROGRAM
DEPARTMENT OF CIVIL ENGINEERING
FACULTY OF ENGINEERING
UNIVERSITAS ATMA JAYA YOGYAKARTA
YOGYAKARTA
JULY 2018**

STATEMENT



I signed below stating that the final project with the title:

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TRANS JATENG: PURWOKERTO – PURBALINGGA”**

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Final Project Report

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Finally, I as the writer of this report realized that this report has many mistakes and may have space for further improvement. For that, any suggestion and critics will be accepted. Thank you.

Yogyakarta, July 2018

The Author

Adrian Bagoes Christianto



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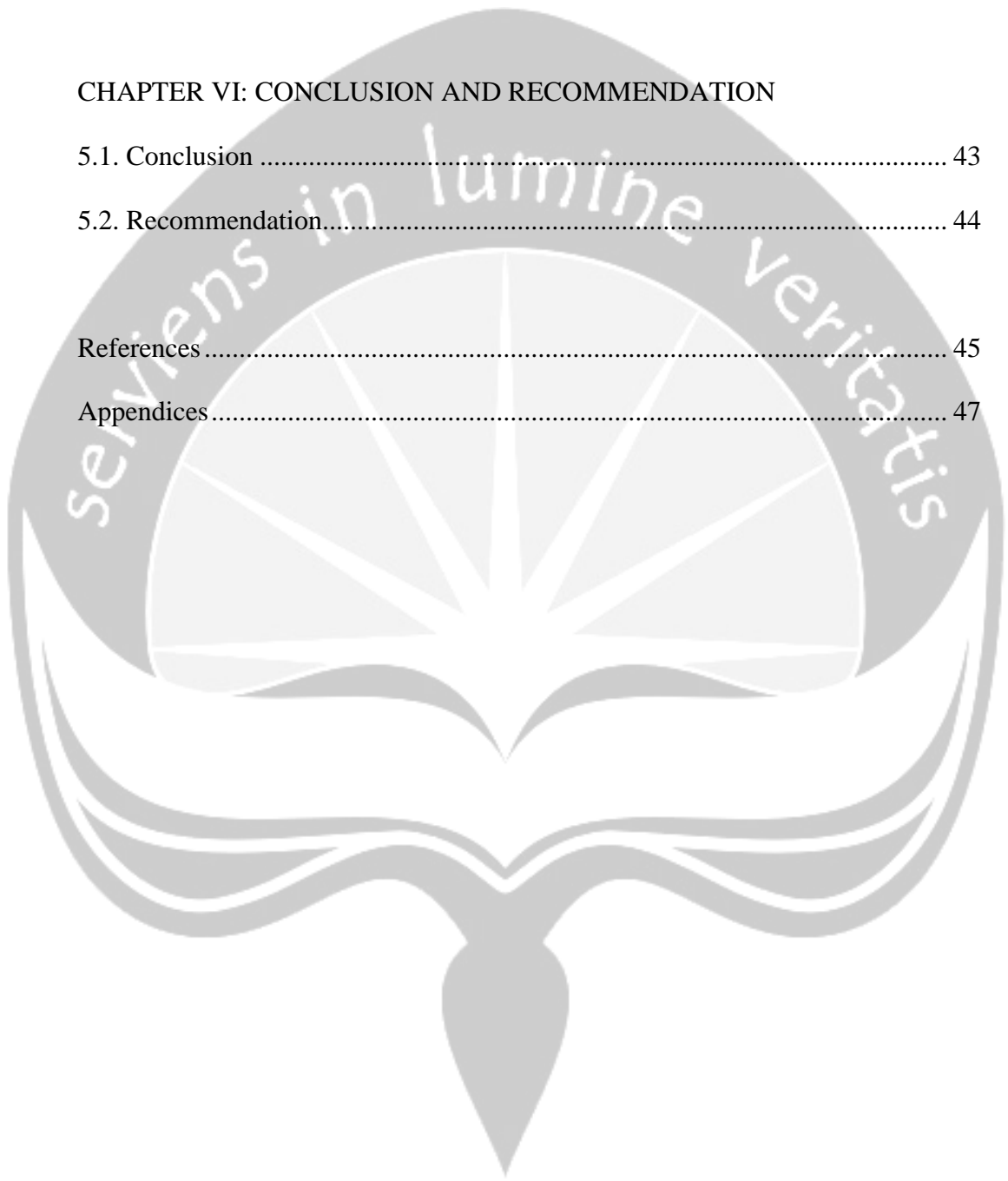
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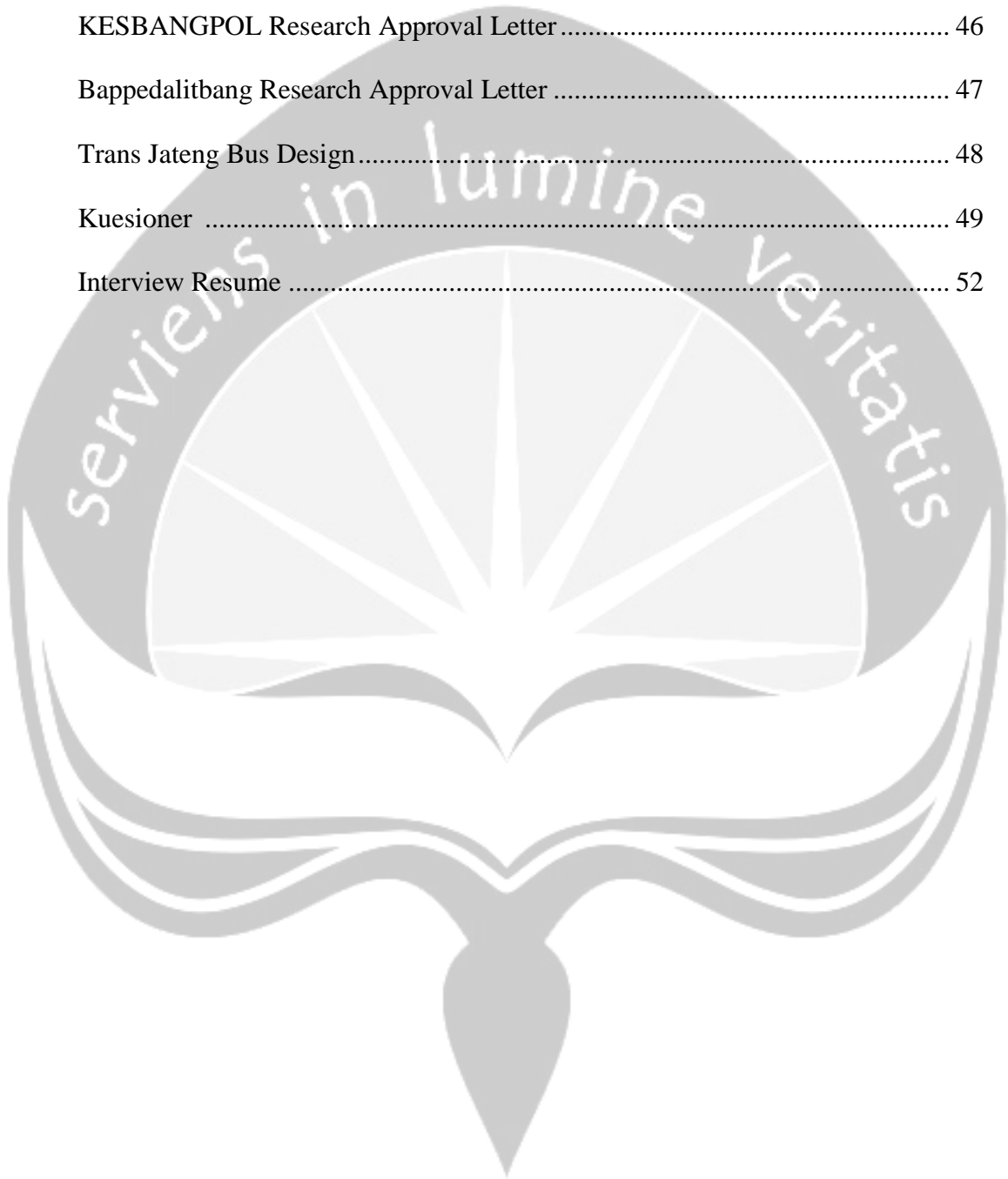
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ABSTRACT

ANALYSIS OF ABILITY TO PAY, WILLINGNESS TO PAY AND OPERATIONAL COST OF BRT TRANS JATENG: PURWOKERTO - PURBALINGGA, Adrian Bagoes Christianto, Student ID Number 14.13.15184, year of 2018, Transportations Engineering, International Civil Engineering Program, Department of Civil Engineering, Universitas Atma Jaya Yogyakarta.

In 2018, government of Central Java planned to establish Bus Rapid Transit (BRT), corridor Purwokerto – Purbalingga. The fare arrangement of BRT is considering two sides, demand from society and operational cost. It can not be too cheap, because it has to fulfill the operational cost of the public transportation. And it is can not to be too expensive, then the public transportation can not attract people to use it. The value of ability and willingness to pay then is compared to the vehicle operational cost and also the fare due to the policy of the government.

The research was conducted in by interviewing 100 respondent of the possibility passenger of BRT in Purwokerto. The approach of the interview in the ability to pay (ATP) is the cost per trip and travel objective. Whereas the willingness to pay (WTP) is the estimation or perception of BRT fare during the operational. Furthermore the operational cost of BRT was calculated by the data of bus specification and route design based on Transportation Department of Central Java.

The result of analysis of vehicle operational cost is Rp. 9.200 / bus-km. By using the load factor of passenger is 70 %, the fare is Rp. 11.105,71 / passenger-trip. The value of ability to pay of (ATP) student group is Rp. 3.517 and willingness to pay (WTP) is 2.367, while for non – student respectively are Rp. 6.033 and Rp. 4.060. Government of Central Java stated the fare is Rp. 2.000 for the student and Rp. 4.000 for the non-student group. The result shows 95% of students are able to pay the fare, Rp. 2.000, and 92% of non-students are able to pay the fare, Rp. 4.000, of BRT. The research recommend the BRT has to connect with angkot, bus and train by using Transit Oriented Development (TOD), increasing the quality of service of *angkot*, sidewalks, bus stops, and bicycle area in order to attract people to use public transportation

Key Words: Ability to pay (ATP), Willingness to pay (WTP), Fare, Operational cost