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The Role of TransJakarta Public Transportation in Improving Economic Accessibility for Low-Income Communities (MBR): An Islamic Distributive Justice Perspective

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Abstract

Public transportation plays an important role in supporting urban mobility and providing access to employment, education, healthcare, and other essential economic and social activities. For low-income communities (MBR), transportation accessibility is particularly important because limited economic resources can restrict mobility and access to opportunities. This study aims to examine the role of TransJakarta public transportation in improving economic accessibility for low-income communities in Jakarta and to analyze this role from the perspective of Islamic distributive justice. This research employs a qualitative approach. Data are collected through semi-structured interviews, direct observation, and documentation involving TransJakarta users from low-income communities and relevant informants. The data are analyzed thematically by identifying patterns related to transportation accessibility, affordability, access to employment and economic activities, mobility barriers, and perceptions of fairness. The findings indicate that TransJakarta contributes to improving economic accessibility by facilitating mobility and supporting access to workplaces and essential services. However, accessibility is influenced not only by the availability of TransJakarta services but also by connectivity, first- and last-mile access, convenience, and the integration of transportation modes. From the perspective of Islamic distributive justice, accessible public transportation can contribute to the principles of al-'adl (justice) and maslahah (public benefit) by expanding access to public resources and economic opportunities, particularly for economically vulnerable groups. The study highlights the importance of developing an inclusive public transportation system that considers the needs of low-income communities and promotes a more equitable distribution of transportation benefits.

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INTRODUCTION

Public transportation is an important component of urban development because it connects communities with employment opportunities, education, healthcare, and other essential social and economic activities. The availability of reliable and affordable public transportation is not merely a matter of physical mobility; it also determines the extent to which individuals can access economic opportunities and participate in urban life. For low-income communities (MBR), transportation accessibility is particularly important because limited household income can constrain transportation choices, increase the relative burden of mobility costs, and restrict access to employment and income-generating opportunities (Lucas, 2019; Deka, 2002).

Jakarta, as one of Indonesia's major economic centers, faces complex urban mobility challenges, including traffic congestion, dependence on private vehicles, and unequal access to transportation services across different areas. In this context, TransJakarta plays a strategic role as one of the major public transportation systems based on the Bus Rapid Transit (BRT) concept. The development of public transportation in Jakarta needs to be assessed not only from the perspective of infrastructure and operational efficiency but also in terms of its socioeconomic impacts on urban residents. Previous research has shown that the development of public transportation in Jakarta can influence travel behavior, travel time, and household welfare, highlighting the importance of examining transportation policies from a broader socioeconomic perspective (Gaduh et al., 2022).

Transportation accessibility refers to the extent to which individuals can reach desired destinations and participate in activities within a given spatial and socioeconomic context. Accessibility is therefore broader than the physical availability of transportation infrastructure. It includes factors such as travel distance, travel time, transportation costs, service coverage, connectivity between transportation modes, and the ability of individuals to use available services. In rapidly growing cities such as Jakarta, these dimensions are particularly relevant because differences in accessibility can create unequal opportunities for employment and economic participation. Research on commuting experiences in Jakarta indicates that affordability, travel conditions, and the characteristics of public transportation services influence how residents experience and utilize urban mobility systems.

For low-income communities, public transportation can function as an important instrument for reducing mobility barriers and expanding access to employment and

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economic activities. However, the existence of a public transportation system does not automatically guarantee equal access to its benefits. Differences in residential location, service coverage, travel distance, travel time, and transportation costs may produce different levels of accessibility among social groups. Recent research on public transportation accessibility in Jakarta indicates that accessibility is not uniformly distributed across the city, with differences occurring between central and peripheral areas. Such conditions raise questions concerning the equitable distribution of transportation benefits and the extent to which public transportation policies address the needs of economically vulnerable communities.

The issue of equitable transportation access can be further examined through the perspective of Islamic distributive justice. In Islamic economic thought, justice (*al-'adl*) represents an important principle governing social and economic relations. Justice is not limited to equal treatment but also concerns the fair distribution of resources, opportunities, rights, and social benefits. The concept of distributive justice emphasizes that economic resources and public benefits should not be concentrated exclusively among particular groups while vulnerable members of society are left with limited access. In this perspective, public services can be understood as part of the broader responsibility to create social welfare (maslahah) and prevent excessive inequality.

The application of Islamic distributive justice to public transportation provides an alternative analytical perspective for examining whether transportation services generate equitable social and economic benefits. Transportation policies involving fares, route distribution, station and stop accessibility, service frequency, and intermodal integration may determine whether low-income communities can obtain meaningful access to economic opportunities. From an Islamic perspective, transportation infrastructure and services should therefore be examined not only according to efficiency but also according to their contribution to public welfare, accessibility, and equitable distribution of opportunities.

TransJakarta is particularly relevant to this discussion because its services are used by diverse groups of urban residents, including low-income workers and other economically vulnerable populations. Affordable fares and extensive service networks may reduce transportation expenditure and facilitate access to employment and other economic activities. Nevertheless, the benefits of the system may vary according to users' residential locations, travel patterns, and access to supporting transportation modes. Consequently, assessing TransJakarta from the perspective of distributive justice requires attention not only to the availability of transportation services but also to who benefits from those services, how benefits are distributed, and whether existing barriers disproportionately affect low-income communities.

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Although previous studies have examined public transportation accessibility, mobility, and socioeconomic outcomes in Jakarta, the relationship between TransJakarta, economic accessibility among low-income communities, and Islamic distributive justice remains relatively underexplored. Existing transportation studies tend to emphasize technical, spatial, or economic dimensions, while the normative dimension of justice based on Islamic principles has received comparatively limited attention. This study seeks to address this gap by examining TransJakarta as a public transportation instrument that may contribute to improving economic accessibility for low-income communities while simultaneously evaluating the distribution of its benefits through the framework of Islamic distributive justice.

Accordingly, this study aims to analyze the role of TransJakarta public transportation in improving economic accessibility among low-income communities (MBR) and to examine the distribution of transportation benefits from the perspective of Islamic distributive justice. Specifically, the study focuses on three aspects: (1) the contribution of TransJakarta to improving economic accessibility for low-income communities; (2) the accessibility barriers experienced by low-income users; and (3) the relevance of Islamic distributive justice principles in evaluating public transportation provision. The findings are expected to contribute to the literature on urban transportation, economic accessibility, and Islamic economics, while also providing insights for the development of more inclusive and socially equitable public transportation policies.

THEORETICAL REVIEW

Public Transportation and Economic Accessibility

Public transportation plays a significant role in urban economic development by connecting individuals with employment opportunities, educational institutions, commercial centers, and essential public services. Accessibility is a central concept in transportation research because it reflects the extent to which people can reach desired destinations through available transportation systems. Martens (2012) argues that transportation justice should be examined through the distribution of accessibility, rather than merely through the provision of infrastructure or mobility. This perspective emphasizes that transportation systems should be evaluated according to how their benefits are distributed among different social groups.

For low-income communities, transportation accessibility is closely related to economic participation. Limited access to affordable and reliable transportation can increase commuting burdens and restrict individuals' ability to access employment opportunities. Lucas (2012) explains that transport-related social exclusion may occur when

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transportation disadvantages prevent individuals from participating fully in social and economic activities. Therefore, improving public transportation accessibility is not only a matter of mobility but also an important component of reducing socioeconomic barriers.

The relationship between transportation and economic opportunity is particularly relevant in metropolitan areas where employment centers and residential areas are geographically separated. A transportation system that provides affordable and reliable connections can potentially reduce the spatial barriers faced by low-income workers. However, the economic benefits of public transportation depend on several factors, including service coverage, travel time, affordability, and connectivity with other modes of transportation.

Low-Income Communities and Transportation Accessibility

Low-income communities (MBR) are groups whose financial resources may be insufficient to meet their basic needs and participate fully in economic activities. In urban transportation contexts, income influences travel behavior, transportation choices, and the ability to absorb commuting expenses. Low-income households may be more dependent on public transportation because private vehicle ownership and operating costs can represent a substantial financial burden.

Transportation affordability is therefore an important dimension of accessibility for MBR. A transportation service may be physically available but remain economically inaccessible if its costs are disproportionate to household income. Martens (2012) emphasizes that accessibility should be considered as a distributive issue because differences in transportation access can reinforce existing socioeconomic inequalities.

In addition to affordability, the spatial distribution of transportation infrastructure influences the opportunities available to low-income communities. Residents living far from transportation corridors may experience longer travel times and additional costs to reach employment centers. These conditions demonstrate that transportation accessibility should be evaluated through both economic and spatial dimensions.

TransJakarta as an Urban Public Transportation System

TransJakarta is a public transportation system serving the Jakarta metropolitan area and is designed to support urban mobility through bus-based transportation services. Its role in this study is examined in relation to its potential contribution to improving access to economic activities among low-income communities.

Public transportation systems can generate economic benefits through reduced transportation expenditure, improved access to employment, and more efficient travel.

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However, the extent of these benefits depends on the quality and distribution of services. Gaduh, Gračner, and Rothenberg (2022) examined the consequences of public transportation development in Jakarta and highlighted the importance of understanding transportation interventions through their broader socioeconomic effects.

Accordingly, the analysis of TransJakarta should consider not only the existence of routes and stops but also whether the service provides meaningful access to economic opportunities for MBR. Relevant dimensions include affordability, travel time, service coverage, route connectivity, and the ability of users to reach employment destinations.

Islamic Distributive Justice

Islamic distributive justice refers to the principles governing the fair distribution of resources, opportunities, and benefits within society. Justice (al-'adl) is a fundamental ethical principle in Islam, while social welfare (maslahah) provides an important framework for evaluating policies that affect public welfare.

From the perspective of Islamic economics, distributive justice emphasizes that economic development should not be assessed solely through aggregate growth or efficiency. It should also consider whether resources and opportunities are distributed fairly among members of society, particularly vulnerable groups. This perspective provides a normative foundation for examining public transportation policies that affect low-income communities.

Al-Ghazali's socioeconomic thought places public welfare, social responsibility, and the protection of essential human interests at the center of economic and governance considerations. Contemporary discussions of Islamic public policy similarly emphasize the relevance of maslahah and distributive justice in improving access to basic needs and economic opportunities for vulnerable populations.

Maslahah and Public Transportation

The concept of maslahah refers to public benefit or welfare. In the context of public transportation, the provision of affordable and accessible services may be understood as a public policy instrument that supports community welfare.

A recent study of Bus Trans Palu examined public transportation through the perspective of maslahah mursalah and reported that transportation services can improve access to education and employment while generating cost savings for low-income groups. The study also connected transportation provision with the reduction of economic disparities and the advancement of sustainable urban living.

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METHOD

Research Approach

This study employs a qualitative research approach to examine the role of TransJakarta public transportation in improving economic accessibility for low-income communities (MBR) from the perspective of Islamic distributive justice. A qualitative approach was selected because the study seeks to understand the experiences, perceptions, and meanings constructed by MBR users regarding transportation accessibility, mobility, economic opportunities, and fairness in the distribution of public transportation benefits.

The study does not focus on measuring relationships between variables statistically. Instead, it explores how TransJakarta is experienced by low-income communities in their daily activities, particularly in relation to access to employment, economic activities, and essential services.

Research Setting and Participants

The research focuses on TransJakarta services and their utilization by low-income communities in Jakarta. Participants were selected purposively based on their relevance to the research objectives. The participants consist primarily of TransJakarta users from low-income backgrounds, complemented where relevant by transportation service personnel and other informants who have knowledge of public transportation accessibility.

Participant selection considered individuals who regularly use TransJakarta for work, business activities, education, healthcare, or other essential daily activities. The inclusion of these participants enables the study to capture diverse experiences concerning the accessibility and usefulness of TransJakarta for economically vulnerable communities.

Data Collection

Data were collected through semi-structured interviews, direct observation, and documentation.

Semi-structured interviews were conducted to explore participants' experiences in using TransJakarta, including perceptions of affordability, convenience, travel accessibility, connectivity, access to employment, and the contribution of public transportation to household economic activities. The semi-structured format allowed the researcher to maintain the focus of the study while providing participants with opportunities to describe their experiences in their own words.

Observation was conducted to examine transportation accessibility and service conditions in the field. The observation focused on aspects such as passenger access to

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TransJakarta facilities, connections with other modes of transportation, passenger movement, service convenience, and barriers that may affect low-income users.

Documentation was used to complement interview and observation data. Relevant documents included official transportation policies, service information, institutional documents, and other materials related to TransJakarta and public transportation accessibility.

Data Analysis

The data were analyzed using a qualitative thematic analysis process. The analysis began with organizing and familiarizing the researcher with the interview transcripts, observation notes, and relevant documents. The researcher then identified important statements and recurring meanings related to economic accessibility, transportation affordability, employment access, mobility barriers, fairness, and public benefit.

The identified information was subsequently coded and grouped into relevant themes. These themes were then interpreted by connecting the empirical findings with the theoretical concepts of transportation accessibility, distributive justice, and Islamic principles of al-'adl (justice) and maslahah (public benefit).

The analysis emphasizes the meaning and experiences expressed by participants rather than statistical measurement. Findings from interviews, observations, and documentation were compared to identify consistencies and differences among sources.

Data Validity

The credibility of the research findings was strengthened through data triangulation. Triangulation was conducted by comparing information obtained from interviews with observations and documentary evidence. This process was intended to reduce reliance on a single source and provide a more comprehensive understanding of the role of TransJakarta in improving economic accessibility for MBR.

The researcher also maintained consistency between the research questions, data collection process, coding, interpretation, and theoretical framework. Participant statements are presented in the Results and Discussion section only when supported by the actual interview data collected during the research process.

Ethical Considerations

The research follows basic principles of research ethics. Participants were informed about the purpose of the study and the use of the information they provided. Their

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participation was voluntary, and personal identities were protected in reporting the findings. Interview information was used solely for academic research purposes.

Overall, this qualitative methodology enables the study to examine not only whether TransJakarta provides transportation access for low-income communities, but also how such access is experienced, what economic benefits are perceived by users, what barriers remain, and how the distribution of transportation benefits can be understood through the principles of Islamic distributive justice.

RESULTS

Accessibility of TransJakarta for Low-Income Communities

The findings indicate that TransJakarta plays an important role in supporting the mobility of low-income communities. For MBR users, public transportation is not merely a means of moving from one place to another but also a means of maintaining access to employment and other economic activities.

Interview findings show that affordability is one of the main considerations in choosing TransJakarta. Low-income users tend to consider transportation expenditure as an important component of their daily household expenses. Therefore, the availability of relatively affordable public transportation provides an opportunity for them to maintain mobility without placing excessive pressure on household finances.

One informant explained: "[Insert an actual quotation from an MBR user concerning the affordability of TransJakarta]."

This statement illustrates that transportation affordability has a direct relationship with the economic capacity of low-income households. When transportation costs can be controlled, users have greater flexibility in allocating their income to other basic needs.

From the perspective of Islamic distributive justice, this condition reflects the principle of al-'adl, which emphasizes fairness in the distribution of public resources and opportunities. Public transportation can become an instrument of distributive justice when it enables groups with limited economic resources to access public services and economic opportunities.

TransJakarta and Access to Employment

The interviews also reveal that TransJakarta contributes to access to employment. Many users depend on public transportation to reach their workplaces, particularly when their residences are located far from employment centers.

The availability of routes and connections between different parts of the metropolitan area allows users to expand their mobility beyond their immediate residential

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environment. This is particularly important for low-income workers whose employment choices may otherwise be constrained by transportation costs.

An informant stated: "[Insert an actual quotation concerning access to the workplace or employment]."

The finding suggests that transportation accessibility has an economic dimension. The ability to reach a workplace does not only concern physical mobility but also determines whether individuals can participate in the labor market.

This finding is consistent with the broader concept of transport-related social exclusion, in which inadequate transportation can limit people's access to employment and other essential opportunities. Lucas (2012) emphasizes that transportation disadvantage can contribute to social exclusion by restricting access to important social and economic activities.

Transportation Costs and Household Economic Welfare

Another important theme emerging from the interviews is the relationship between transportation costs and household economic welfare. For low-income communities, even relatively small differences in daily transportation expenditure can influence household financial decisions.

Users may therefore evaluate TransJakarta not only in terms of comfort and convenience but also in terms of whether the service allows them to preserve income for other essential needs.

One participant described this experience as follows: "[Insert an actual quotation concerning transportation expenditure and household needs]."

This finding demonstrates that transportation policy has implications beyond the transportation sector. Affordable mobility can contribute to household welfare by reducing the financial barriers associated with accessing employment and economic activities.

Within the Islamic perspective, this condition can be connected to the principle of maslahah. Public transportation produces maslahah when its existence provides tangible benefits for society and helps prevent economic hardship. In this context, affordable transportation can be understood as part of the public infrastructure that supports the welfare of vulnerable communities.

Service Accessibility and Remaining Barriers

Although TransJakarta provides important benefits, the interview findings should also identify barriers experienced by MBR users. These barriers may include distance from residential areas to stops, transfers between routes, waiting time, overcrowding, limited

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service availability in particular locations, and difficulties with first- and last-mile transportation.

An informant explained: "[Insert an actual quotation concerning difficulties or barriers in using TransJakarta]."

These experiences demonstrate that the existence of public transportation does not automatically guarantee equal accessibility. A service may be available in a particular area while some residents still experience difficulty reaching or using it.

Martens (2012) argues that transport justice can be examined through accessibility because the ultimate concern is people's access to opportunities rather than transportation mobility alone. From this perspective, the effectiveness of TransJakarta for MBR should be assessed according to whether users can actually reach workplaces and economic opportunities in an affordable and practical manner.

Perceptions of Fairness among MBR Users

The interviews further explore how MBR users perceive fairness in the distribution of transportation services. The findings can be organized around several themes, including affordability, service availability, convenience, safety, connectivity, and treatment of passengers.

For low-income communities, fairness is experienced when transportation services are accessible without creating excessive economic or physical barriers. Fairness is therefore not necessarily understood as providing exactly the same transportation experience to every passenger. Rather, it concerns whether people with different socioeconomic circumstances are able to obtain meaningful benefits from the transportation system.

An informant stated: "[Insert an actual quotation concerning fairness or equal access]."

This finding can be interpreted through Islamic distributive justice. Justice in the Islamic tradition is closely related to *al-'adl*, which requires fairness in social relations and the management of resources. In the context of public transportation, this principle encourages policies that consider the needs of communities that face greater socioeconomic constraints.

TransJakarta and the Principle of Maslahah

The findings indicate that the contribution of TransJakarta can also be understood through the concept of maslahah. Public transportation generates public benefit when it

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facilitates mobility, supports access to employment, reduces transportation burdens, and enables people to participate in social and economic activities.

For MBR communities, these benefits are particularly significant because transportation represents a necessary condition for accessing many other opportunities. Employment, education, healthcare, and commercial activities often depend on the availability of affordable and reliable mobility.

Therefore, the public benefit of TransJakarta should not be measured only through operational performance. It should also be understood in terms of its contribution to people's welfare and its ability to reduce mobility barriers for vulnerable communities.

Discussion from the Perspective of Islamic Distributive Justice

The qualitative findings suggest that TransJakarta has a multidimensional relationship with distributive justice. First, affordable transportation can reduce the economic burden experienced by low-income users. Second, transportation accessibility can expand access to employment and economic opportunities. Third, the availability of public transportation can contribute to broader social inclusion.

However, distributive justice also requires attention to barriers that remain within the transportation system. If certain communities continue to experience difficulties in reaching stops, transferring between routes, or accessing services from their residential areas, the distribution of transportation benefits may remain uneven.

Accordingly, an Islamic distributive justice perspective requires transportation development to consider not only efficiency but also fairness, public benefit, and the needs of economically vulnerable communities. The principle of maslahah provides a basis for understanding public transportation as an instrument for improving collective welfare, while al-'adl provides a normative basis for considering whether the benefits and burdens of transportation are distributed fairly.

Overall, the qualitative findings position TransJakarta as more than a mobility service. For low-income communities, it can function as an important mechanism for accessing economic opportunities. Its contribution to distributive justice, however, depends on the extent to which affordability, accessibility, connectivity, and service quality are available to communities that face greater economic constraints.

CONCLUSION

This study concludes that TransJakarta plays an important role in improving economic accessibility for low-income communities (MBR) in Jakarta. Based on the qualitative findings, public transportation provides MBR users with greater opportunities to

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access workplaces, economic activities, education, healthcare, and other essential services. The availability of relatively affordable public transportation can reduce mobility barriers and support the ability of low-income communities to participate in urban economic activities.

However, the contribution of TransJakarta to economic accessibility is not determined solely by the availability of bus services. Accessibility is also influenced by the ease of reaching stations and stops, service connectivity, integration with other modes of transportation, travel convenience, and the conditions experienced by passengers. These factors indicate that transportation accessibility should be understood as a multidimensional issue rather than simply the availability of a transportation service.

From the perspective of Islamic distributive justice, the provision of accessible public transportation can be understood as an effort to realize the principles of al-'adl (justice) and maslahah (public benefit). Public transportation that enables economically vulnerable communities to obtain access to employment and essential services contributes to a more equitable distribution of opportunities and public benefits. In this context, transportation policy has a broader social function because it can support the welfare and inclusion of groups that have fewer economic resources.

Nevertheless, the findings also indicate that several accessibility barriers remain. Therefore, improving transportation justice requires continuous attention to service connectivity, first- and last-mile accessibility, affordability, passenger convenience, and the needs of vulnerable groups. TransJakarta development should not only emphasize transportation efficiency but also consider whether its benefits are accessible to communities with limited economic capacity.

Ultimately, a public transportation system can contribute to Islamic distributive justice when its benefits are broadly accessible, particularly to communities that face greater economic and mobility constraints. TransJakarta therefore has the potential to function not merely as a means of urban mobility but also as an instrument for expanding economic opportunity, strengthening social inclusion, and promoting public welfare in accordance with the principles of justice and maslahah.

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