The Social and Political Factors on the Decision-Making Process in Land Acquisition for Sicincin-Padang Toll Road Construction, West Sumatera

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Abstract
Land acquisition for the construction of toll roads is a key component of growth, however, property acquisition has run into challenges. One of these challenges is that there hasn't been an adequate amount of community involvement and social and political studies of the impacted communities, which puts the community at risk while also impeding the efficient building of toll roads. With the use of the variables of community culture, political will, land governance, and community involvement in the decision-making process, this study tries to explain the elements that affect the decision-making process in land acquisition planning. The research strategy is quantitative. 325 respondents completed questionnaires distributed to the impacted neighborhoods, which were used to gather research data. The data was then analyzed using structural equation models (Structural Equation Models) utilizing the AMOS application and the Sobel test. According to the study's findings, the decision-making process was significantly influenced by community culture, political will, and land governance. In light of community cultural characteristics such as political will, land governance, and community involvement, the study's conclusion shows that a model for land acquisition policy decision-making exists.

Keywords: *Infrastructure; Development; Toll-road; Hybrid Policy; Decision-Making Process*

Introduction

The Padang-Pekanbaru segment toll road is another name for the toll road being built in West Sumatra. This construction is part of a six-road national strategic initiative. Since it is well known that the development of toll roads begins with the land acquisition process, the portion now under construction is the Padang-Sicincin stretch. There have been issues with the implementation of land acquisition for the construction of the toll road in the Padang-Sicincin stretch. The procedure also needs more funding and a longer amount of time. Land acquisition challenges for the toll road's construction include: Since the necessary surveys have not been conducted, the production of land acquisition planning documents has not been completed (Dewi et al., 2020), Thus, issues like the community's disagreement with the appraisal team's compensation value, the issue of customary property ownership, and the choice of the construction path for the toll road all arise. According to findings from an earlier study, there were issues throughout the land acquisition stage with the process of compensating for land and community land; there was a difference between community opinion and the appraisal team's judgment, which caused the land acquisition to be delayed (Arifah & Putri, 2020), additionally, these challenges persist, eventually sparking disputes between the community and

the government and necessitating the involvement of law enforcement officials to settle them (Urrahmi et al., 2020).

The impacted communities are only actively involved with the government during the public consultation phase of the land purchase process. The government's socialization of the impacted communities over the choice of the site and the amount of land compensation is what is meant by the public consultation in question. However, the location and value were predetermined by the government; the results are available for public listening and socializing. Misunderstandings and issues between the government and the community frequently arise during this process. Additionally, it starts a conflict that can impede the building of toll roads. In the procurement of land for the Sicincin-Padang toll road, the determination of location one resulted in the rejection of the compensation value by the affected people, this was because the compensation value was too low, around IDR 48,000/meter and this price was far below the price of the land there. Then there is also the alignment of the toll road that passes through community agricultural land and also the residential and burial areas of the customer community, so it has to be moved and this causes the toll road alignment to change, as a result, the land acquisition for the Sicincin-Padang toll road is delayed.

Literature Review

Politics as a science discusses several aspects, including the state, power; decision-making; public policy, and division (distribution) (Budiardjo, 2008). Public policy is every decision made by the state as a strategy to realize the goals of the state. Public policy studies how to solve problems by providing recommendations to solve them (Tilly & Goodin, 2006). Related to the research context, public policy politics is a discussion of the public policy decision-making process. So far, the decision-making process has been carried out in several ways. However, these have not shown good results for a public decision because there are differences in the composition of involvement between the government and other stakeholders, including the community. So, this study will explain the importance of the decision-making process by providing a wider space for public participation in national and local political decisions.

The policy politics referred to in this study are related to the decision-making process, so an explanation of this is needed in the research to be carried out. Decision-making theory studies normative claims about rational decision-making (Roeser et al., 2012). In rational decision-making theory, it is understood that a decision is believed to be achieved but also, from that decision, it is assumed that it will cause certain effects or risks. The theory of decision-making is the selection of alternative policies made by policymakers based on rational considerations and paying attention to normative values for the public interest.

The decision-making process consists of several decision-making models, including rational models, incremental models, garbage can models, and so on (Budget, 2014). However, based on previous literature searches, these decision-making models have not shown a decision-making process that can accommodate all multi-stakeholder interests. Therefore, an alternative decision-making model is needed, considered more solutive than the existing model. So that a decision-making pattern is needed, which is considered relatively accommodating to all parties; this pattern combines a decision-making process that involves the government; private; proportionally to produce a policy which is also known as a hybrid process (Fauzi, 2017; Gunder et al., 2017; Habermas, 1984, 1987, 2006; Rustiadi et al., 2018; Steele, 2020). The hybrid policy decision-making process is carried out through a decision-making process that combines top-down processes (Rustiadi et al., 2018) with bottom-up ones (Arundel et al., 2019; Lebeau et al., 2018; Visser et al., 1999). The focus of the decision-making process in this study is related to land acquisition for the public interest (toll roads). A toll road is a freeway that is paid for and utilizes technology, communication, and information (Joewono et al., 2017). Toll roads are infrastructure projects that greatly affect the quality of life and economic activity; toll road projects can be built using a public-private partnership (PPP) scheme, involving various stakeholders with diverse interests and expectations. (Rohman et al., 2017).

Land procurement is any activity to obtain land by compensating those who release or surrender land, buildings, plants, and objects related to the revocation of rights to buildings. (Bernhard Limbong, 2017). Land procurement provides land for development in the public interest by severing the legal relationship between the holder of land rights and their land rights by providing appropriate compensation (Arba, 2019). The land acquisition aims to develop the public interest and improve the community(Putri et al., 2021; Sufriadi, 2011; Tawas, 2013). The land acquisition consists of four stages of activities, including planning, preparation; implementation; yield submission. Based on the development of knowledge about the implementation of land acquisition (especially related to land acquisition for the construction of toll roads), previous studies explain that the implementation of procurement must be carried out based on formal legal rules that the government has set, a study of land acquisition decision making is carried out with a legal approach it turns out that it has not realized good land acquisition (Ekasetya, 2015; Tawas, 2013).

Furthermore, the implementation of land acquisition using a sociological approach and conflict theory has also not become an alternative to resolve disputes and conflicts in affected communities (conquest of customary land rights; land loss; job loss; experiencing poverty). (Rachmawati, 2014; Sufriadi, 2011). Research on land acquisition is also studied from a policy approach, namely creating policies or regulations for conflict resolution, such as policies to control agricultural land conversion and state land management for the public interest (Pertiwi, 2014; Santoso, 2012). However, this also has not realized the implementation of good land acquisition because it still poses negative risks, especially from the economic aspect and community income. So, it is necessary to conduct a study on land acquisition decision-making that accommodates the interests of all parties (hybrid policy model).

The theory and concept used in this research is the decision-making theory. Decision-making theory studies normative claims about rational decision-making (Roeser et al., 2012). Furthermore, other related theories are communicative action and communicative planning theory proposed by Jurgen Habermas (Habermas, 1984, 1987, 2006). The theory of communicative action and planning will lead this research to identify community involvement in the decision-making process on land acquisition for the construction of toll roads in West Sumatra. Furthermore, it can be seen in the level of social participation, such as the concept of community participation proposed by Arnstein, society participation is synonymous with community power (Arnstein, 1969, 2019; Lahunduitang & Fela Warouw, 2013).

Furthermore, another concept in this study relates to community culture as a set of knowledge that includes beliefs, values, attitudes, and other constructs that need to interpret and navigate the various environments that make up social reality (Briley & Aaker, 2006). This community culture is related to the community's decision-making process regarding a policy. The political will of stakeholders, which is understood as committed support among key decision-makers for specific policies, and solutions to specific problems (Post et al., 2010), is also related to the decision-making process because the decision-making process is related to actors, commitments, and policy solutions for land acquisition for the construction of toll roads in West Sumatera. Furthermore, the concept of social risk, which consists of the risk of transferring assets, social interaction, and norms and culture, and the concept of social benefits that can be seen from the aspects of democracy and quality of life are also related to the decision-making process for land acquisition for the construction of toll roads in West Sumatera (Putri et al., 2021). So that it can be explained that aspects of community participation, community culture, and political will of stakeholders are related to the decision-making process for land acquisition for the construction of toll roads in West Sumatera, then later can formulate a relatively comprehensive decision-making process because it involves all parties which are also referred to as hybrid policy model decision-making process.

The concept of land governance is also an important aspect of this research. Land governance is an effort to determine and implement sustainable land policies and build strong relationships between people and land (Ghimire, 2017). This is considered to be related to making land acquisition decisions. This is because the aspects that become land governance indicators are relevant to the quality of decision-making. Among the indicators referred to is

the rule of law – good law and regulation enforcement, then the transparency of land compensation procedures – a process that the government must carry out for the community. Furthermore, justice in the implementation of land acquisition and finally, a land acquisition that is efficient and effective.

The hypotheses in this study are:

- There is a significant impact of community culture on the quality of decision-making through community participation
- There is a significant impact of political will on the quality of decision-making through community participation
- There is a significant impact of land governance on the quality of decision-making through community participation.

Method

This research was conducted with a parametric quantitative approach. The study population was the people affected by land acquisition for the construction of the Sicincin-Padang toll road in West Sumatra, with a total of 1465 landowners. The data collection technique used is by using simple random sampling technique (simple random sample). A simple random sample was chosen because the study population was considered homogeneous and had relatively the same characteristics. To determine a sample from the entire population whose population is known is determined using the Yamane formula (Sugiyono, 2017) as follows:

$$n = \frac{N}{1 + N(e)^2}$$

$$n = \frac{1665}{1 + 1665(0,05)^2} = 323$$

From the formula above, a sample of 325 people was determined. The data analysis technique used is the structural equation model (SEM) with the AMOS and Sobel test applications. The SEM test was conducted to determine the effect of variable X on variable Z through variable Y. The AMOS test consists of several stages, including model specifications; model identification; model estimation; model evaluation; model modification. The analysis of this model is related to the influence of norms and culture, political will, and land governance on the quality of decision-making through community participation.

Result and Discussion

Factors Influencing the Land Acquisition Decision-Making Process for the Sicincin-Padang Toll Road

Based on the research results collected through a questionnaire (questionnaire) of 325 community respondents who were at the land acquisition site for land acquisition for the construction of the Sicincin-Padang toll road section, it can be seen that the influence of community culture; *political will* (political will); *land governance* on the quality of decision-making through community participation in land acquisition for toll road construction is explained as follows:

Results of Structural Equation Model (SEM) Analysis

The data analysis tool used in this research is SEM (*Structural Equation* Modeling) which is operated using the AMOS version 2 4 application and also *the Sobel Test* to see the effect through intervening variables, according to the model developed in this study. These steps refer to the

SEM analysis process according to Hair et al (2010). The sequence of the analysis steps includes:

a. Discussion of Theory-Based Models

The model developed in this study is based on the explanation of theories and concepts from Chapter II (Literature Review Chapter). Among the variables in the developed model are community culture (X1); *political will* (X2); *land governance* (X3); community participation (Y) and decision-making (Z). The independent variables are X1, X2, and X3. While the dependent variable is Z, then the intervening variable is Y.

b. Making Diagrams

Based on the theoretical basis that has been mentioned, a diagram for SEM is made as follows:
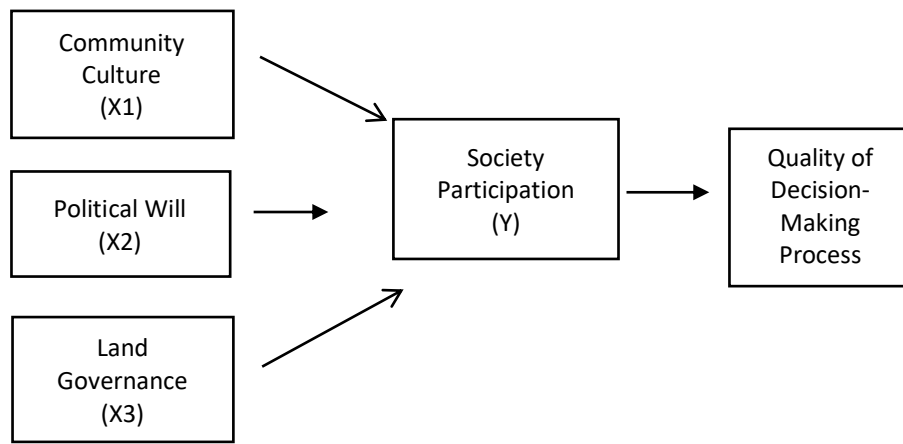

Figure 1 Effect of X1, X2, X3 on Z through Y

c. Conversion of Flowcharts Into Structural Equations

The following is the conversion of the research diagram into a structural equation, using the AMOS application:
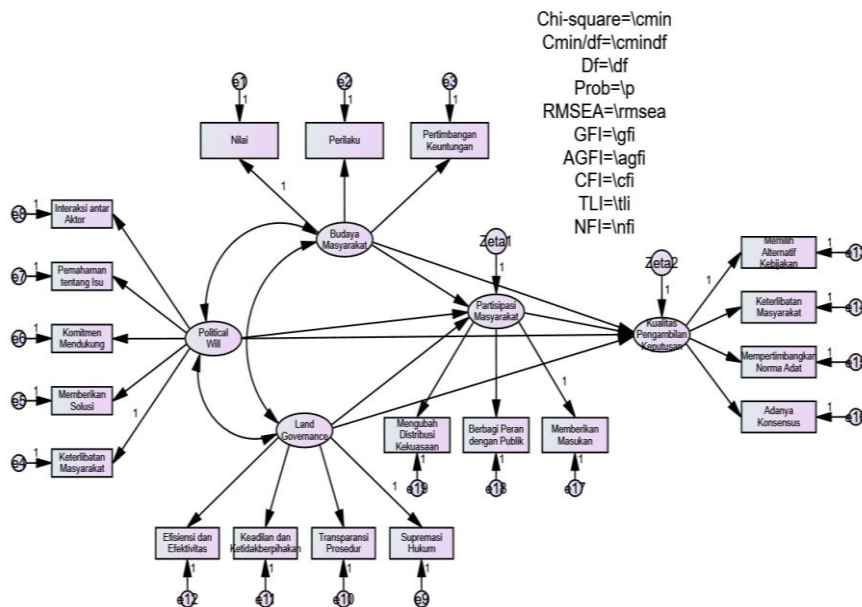

Figure 2 Proposed SEM Model

d. Input Matrix and Model Estimation
   i. Sample Size
      The number of samples in this study was 325 respondents who came from the affected population who had the right to receive compensation for the construction of the Sicincin-Padang toll road section.
   ii. Normality test

Table 1 Normality Test Using the Amos Application

Variables	min	max	skew	cr	kurtosis	cr
Y3	1,000	5,000	-,314	-2,313	.040	,145
Y2	1,000	5,000	-,312	-2,297	-,229	-,841
Y1	2,000	5,000	.025	, 183	-,234	-,863
Z4	1,000	5,000	,136	1,002	-.686	-2,525
Z3	1,000	5,000	-,316	-2,324	-,430	-1,581
Z2	1,000	5,000	-,283	-2,081	-,663	-2,438
Z1	1,000	5,000	-,312	-2,299	-.594	-2.184
X34	1,000	5,000	-.345	-2,541	-,694	-2,552
X33	1,000	5,000	-,289	-2,129	-,456	-1,680
X32	2,000	5,000	-.067	-,496	-.455	-1.674
X31	1,000	5,000	, 151	1,111	-,636	-2,339
X21	1,000	5,000	-,293	-2.155	-,394	-1,448
X22	1,000	5,000	-,300	-2,210	-,499	-1,837
X23	1,000	5,000	-,311	-2,288	-.687	-2,527
X24	1,000	5,000	-,322	-2,369	-,543	-1,999
X25	1,000	5,000	,069	,506	-,426	-1,569
X13	3,000	5,000	-.020	-.150	-,169	-,620
X12	3,000	5,000	-,271	-1,994	-.675	-2,484
X11	3,000	5,000	-,315	-2,322	-.655	-2,412
Multivariate					32,648	10.418

Source: Processed by researchers in 2022

Based on the table above, the *univariate normality test indicates that the* majority are normally distributed because of the *critical value* the *ratio* (cr) for both kurtosis and *skewness* is in the range of -2.58 to +2.58.

e. Identify Outliers
   To see the evaluation of the *multivariate outliers* namely through *Mahalanobis* AMOS *output Distance*. The standard used at the level of $p < 0.01$.

Table 2 Outliers Results

observation number	Mahalanobis d-squared	p1	p2
199	51,648	,000	.024
305	49,585	,000	,001
223	46,516	,000	,000
323	46,378	,000	,000
275	45,751	,001	,000
152	44,447	,001	,000

observation number	Mahalanobis d-squared	p1	p2
219	43,153	,001	,000
163	41,949	,002	,000
4	40,010	,003	,000
191	39,964	,003	,000
189	39,512	,004	,000
200	38,620	,005	,000
160	38,110	,006	,000
41	37,721	,006	,000
232	37,463	,007	,000
164	36,407	,009	,000
208	35,614	,012	,000
324	35,507	,012	,000
226	35,140	,013	,000
196	35,011	,014	,000
161	34,793	,015	,000
186	34,063	,018	,000
188	33,731	,020	,000
2	33,634	,020	,000
207	33,249	,022	,000
50	32,696	.026	,000
206	32,232	,029	,000
144	32.208	.030	,000
194	31,984	.031	,000
195	31,852	.032	,000
7	31,400	.036	,000
298	31,366	,037	,000
62	30,448	.046	,000
209	30,074	.051	,000

Source: Processed by Researchers in 2022

f. Structural Model Identification

Model identification can be seen in the following table:

Table 3 Design Model

Computation of degrees of freedom (Default model)	
Number of distinct sample moments:	190
Number of distinct parameters to be estimated:	48
Degrees of freedom (190 - 42):	142

Source: Processed by Researchers in 2022

Based on the table above which is the AMOS *output* that obtains a model of value of 142. This shows that the model is included in the *overconfident category* because it has a positive df value. Furthermore, the goodness of fit can be calculated to see the extent to which the hypothesized model is categorized as "fit". The result is as follows:

Table 4 Assessment of Goodness of Fit

Goodness of Fit	Cut-Off Limits	Mark	Information
Chi-Square	Chi-Square for df 142;	281.58	Fulfill
CMin/DF	< 2.00	1.98	Fulfill
Probability	>0.05	0.00	Enough Fulfillment
RMSEA	< 0.08	0.05	Fulfill
GFI	>0.90	0.91	Marginal
CFI	>0.90	0.90	Fulfill
AGFI	>0.90	0.88	Marginal

Source: Processed by Researchers in 2022

Based on the results of *goodness of fit measurements* above, it is known that the model proposed in this study is acceptable so no modification of the model is required, as follows:
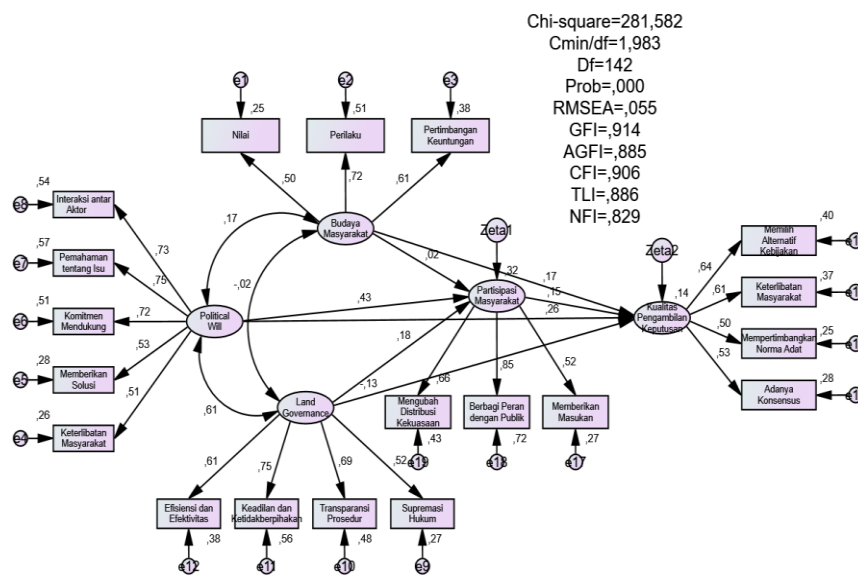

Figure 3. The resulting SEM model

g. Hypothesis test

Hypothesis testing was carried out to answer research questions and to analyze the structural relationship of the model. A hypothesis data analysis can be seen from the value of the *standardized regression weight* which indicates the influence of the coefficients between variables in the following table:

Table 5 *Regression Weights*

H	Variable			Estimates	SE	CR	P
H1	Society participation	<---	Community Culture	,028	.081	,343	,731
H2	Society participation	<---	Land Governance	,129	,069	1,870	,061
H3	Society participation	<---	Political Will	, 313	,083	3,780	***
H4	Decision-making	<---	Society participation	,266	,185	1,436	, 151
H5	Decision-making	<---	Community Culture	,332	, 183	1,812	,070
H6	Decision-making	<---	Land Governance	-,160	,141	-1.129	,259
H7	Decision-making	<---	Political Will	,329	, 156	2.105	.035

Source: Processed by Researchers in 2022

Based on the table above, it is known that most of the variable hypothesis tests have a positive effect (H1, H2, H3, H4, H5, H7), because the estimated value is also positive, except for the hypothesis test of the influence of *land governance variables* on the quality of decision making (H6). with an estimated value of -0.160. Furthermore, the probability value <0.05 explains that the effect is significant. From the table it is known that the variable hypothesis test that has a positive and significant effect is the influence of *political will* on community participation (H3) with a probability value of 0.000.

Then test the influence of the *political will variable* on the quality of decision making (H7) with a probability value of 0.035. Then the probability value that is close to 0.05 is the result of the test of the effect of *land governance* on community participation (H2) (p-value 0.061), which means that the effect is positive and quite significant. Likewise with the test of the influence of community culture on the quality of decision making (H5) (p value 0.070). Meanwhile, the influence of community culture on community participation (H1) is positive but not significant (p value 0.731). Test the effect of community participation on the quality of decision making (H4) is also not significant but positive (0.151). Lastly, the test of the effect of *land governance* on the quality of decision-making (H6) is negative and not significant, meaning that better implementation of *land governance* does not guarantee that the quality of decision making will also improve.

Hypothesis testing related to the effect (regression) of the dependent variable on the independent variable has been explained in the previous paragraph. Furthermore, it is explained the relationship (correlation) between independent variables, including the variables of community culture, *political will,* and *land governance*, which can be seen in the table below:

Table 6 Correlation (Relationship) Between Independent (Independent) Variables

Variable			Estimates	SE	CR	P
Land Governance	<-->	*Political Will*	,138	,027	5,067	***
Community Culture	<-->	*Political Will*	.025	,013	1,832	,067
Community Culture	<-->	*Land Governance*	-.002	,012	-,212	,832

Source: Processed by Researchers in 2022

From the table above, it is known that the results of the hypothesis test about the relationship between *political will* and *land governance* have a positive estimated value, as well as *political will* and community culture. It can be understood that the better the implementation of stakeholder *political will*, the better land governance will also be through regulation. Then the better the community culture is applied, the more positive the political will of stakeholders will be. However, the above does not apply to *land governance variables* with community culture. Even though the community's culture is positive, this does not ensure that land management is also better (indicated by the estimated value -0.002).

Furthermore, it is explained the value of the indicators on the dependent variable such as Community Culture, *Political Will*, *Land Governance*; intervening variable (Public Participation), and independent variable (Decision Making). The value of this indicator describes the most important indicators to provide solutions or improvements related to the land acquisition decision-making process in the construction of the Sicincin-Padang toll road section, the highest *estimate numbers* for each indicator explain that these indicators are the most urgent to provide alternative solutions to the locus of research conducted. The estimated numbers for each indicator can be displayed in the table as follows:

Table 7 *Estimated* **Indicator Value for each Research Variable**

No	Variable	Indicator	Estimates
1	Community Culture	Mark	0.50
		Behavior	0.72
		Profit Considerations	0.61
2	*Political will*	Interaction between actors	0.73
		Understanding of issues	0.75
		Commitment to support	0.72
		Provide solutions	0.53
		Community engagement	0.51
3	*Land Governance*	The rule of law	0.52
		Procedure transparency	0.69
		Justice and impartiality	0.75
		Efficiency and effectiveness	0.61
4	Society participation	Provide feedback	0.53
		Sharing roles with the public	0.85
		Changing the distribution of power	0.66
5	Decision-making	Choose an alternative policy	0.64
		Community engagement	0.61
		Consider norms and customs	0.50
		There is a consensus	0.53

Source: Processed by Researchers in 2022

From the table above it is known that for the community culture variable, the indicator that has the highest *estimated number* is "behavior" (0.72), so this behavior indicator is the most prominent revealed from the survey conducted. Qualitatively it was also found from the interviews that the people at the land acquisition site wanted to be included in the land acquisition deliberation activities because it had become a habit for the people there so that when they were not invited to deliberations on land acquisition planning, this became a cultural problem for them. (deliberation), then in the future they want to be involved by stakeholders participating in deliberations in land acquisition planning.

Likewise, with the indicator "understanding of the issue" on the *political will variable* (0.75), the affected community must clearly understand the issue of land acquisition, that the problem that occurs is not about the rejection of toll road construction but related to administrative matters of land acquisition which are difficult for the community to fulfill affected for various reasons. The highest indicator of the *land governance variable* is "fairness and impartiality" (0.75). Complaints from the community that the land acquisition process should be carried out fairly and transparently in terms of financing, and requirements, and there should be no tendency for impartiality towards community rights which causes the implementation of land acquisition to be protracted and makes the community in that location relatively disturbed in carrying out their daily activities.

The community participation variable has an indicator of "sharing roles with the public", as the highest *estimated number*, meaning that the community wants to be involved in the land acquisition planning decision-making process. Likewise the indicator "choosing alternative policies" on decision-making variables. The effort is by considering the norms and customs, that the affected community wants in making decisions by stakeholders to take into account the norms and customs of the Minangkabau people that apply at the land acquisition site for the Sicincin-Padang toll road section.

Influence of Community Culture; Political Will; Land Governance on Decision Making through Community Participation

One of the weaknesses of AMOS 26 compared to other SEM programs is that it cannot know the significance of the indirect *effect*. Before determining the conclusion of accepting the hypothesis, it is necessary to test the *indirect effect* with the help of the *Sobel Test* Analysis. Calculation of *the Sobel Test* using the available calculators as follows:

1. The Influence of Community Culture on Decision Making through Community Participation

A:

B:

SE $_A$ **:**

SE $_B$ **:**

Submit

Sobel test statistics: 1.12684994
One-tailed probability: 0.12990297
Two-tailed probability: 0.25980593

From the calculations above, the statistical value (z- *value*) for the influence of community participation variables as a mediating variable between community culture variables and decision-making is 1.126 and the significance of the *one-tailed probability* is 0.12 . Because the p - *value* < α = 0.05, it can be concluded that the indirect effect is not significant.

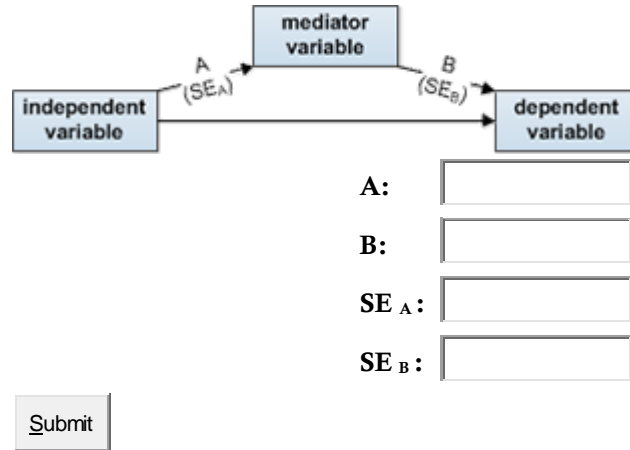2. The Effect of *Political Will* on Decision Making through Community Participation

A:

B:

SE $_A$ **:**

SE $_B$ **:**

Submit

Sobel test statistics: 1.34349548
One-tailed probability: 0.08955579
Two-tailed probability: 0.17911159

From the calculations in above, the statistical value (z- *value*) for the influence of the community participation variable as a mediating variable between *political will* and decision-making variables is 1.343 and the significance of the *one-tailed probability* is 0.089. Because the p - *value* $<\alpha = 0.05$, it can be concluded that the indirect effect is not significant.

3. The Influence of *Land Governance* on Decision Making through Community Participation

A: [   ]

B: [   ]

SE $_A$: [   ]

SE $_B$: [   ]

[Submit]

Sobel test statistics: **1.13974998**
One-tailed probability: **0.12719524**
Two-tailed probability:**0.25439048**

From the calculations above, the statistical value (z- *value*) for the influence of community participation variables as a mediating variable between community culture variables and decision-making is 1.139 and the significance of the *one-tailed probability* is 0.127 . Because the p - *value* $<\alpha = 0.05$, it can be concluded that the indirect effect is not significant .

Based on the results of the research above regarding the influence of community culture, *political will* , *land governance* on the quality of land acquisition decision-making through community participation, it is known that there are variables that influence one another. Furthermore, the tendency of the influence of each of these variables varies according to the category. The results of data processing using *structural equation modeling* (SEM) show that there is a direct influence of community participation on the land acquisition decision-making process. Even though there has been community participation, this was carried out during the preparation and implementation stages of land acquisition, but has not been carried out at the planning and results delivery stages. Furthermore, the existing community participation is also quasi because it is only in the form of socialization and public consultation. Arnstein explained that the best community participation is the involvement of the community as partners and even as delegates in administering and managing several activities for their benefit (Arnstein, 1969, 2019; Hart, 1997).

Then the results of the study also explain that there is an influence of community culture on the quality of land acquisition decision-making. This is in accordance with what was found by experts that one of the factors that influence decision making in public policy is the culture of society (Harris & Nibler, 1998). It was further explained that the cultural differences of the people in fact affect the process and purpose of decision making. Societies with an individualistic culture tend to make decisions that are profit-oriented or individual in nature, while people who live with a collective culture, in making decisions that are oriented towards group interests (Yi & Park, 2003). So that research on the influence of community culture on

the quality of decision making for toll road land acquisition in West Sumatra tends to be group interest oriented. This is also supported by the opinion of experts related to the culture of the Minangkabau people in West Sumatra, that the people there carry out deliberations for consensus to reach agreements for the interests of adat and the wider community (Piliang & Sungut, 2020). However, different results were shown by this study that the influence of community culture on the quality of decision making through the intervening variable of community participation, in fact, showed insignificant results. This is because land acquisition for the construction of the toll road consists of four stages, there are stages that do not involve community participation, namely the planning stage. Even though the planning stage is the initial stage which should have involved the community in the decision-making process that will be taken, because participating in the decision-making process is community involvement in discussions to make decisions for the common interest (Deviyanti, 2007; Imanah, 2018). So that it can be stated that at the planning stage of land acquisition for the Sicincin-Padang toll road there has been no participation and is included in the "non-participation" categorization (Arnstein, 1969, 2019; Hart, 1997).

Furthermore, it is related to the research results that *political will* also influences the quality of decision making through community participation. Political will is committed support among key decision makers for a particular policy, a solution to a particular problem (Post et al., 2010). According to Kpundeh (1998) political will is the credible intention of political actors (elected or appointed leaders, civil society watchdogs, stakeholder groups, etc.) to attack perceived causes or effects at a systematic level (Post et al., 2010). Related to the research conducted, the tendency of political will among the actors involved in land acquisition for the construction of this toll road, each actor has different interests. Actors who are government administrators carry out land acquisition with the orientation of organizational tasks and goals. While actors who come from political officials (governors, regents, village heads or walinagari) have a different orientation, namely as part of what is claimed as a political achievement that they have successfully fought for for the benefit of society, this is in accordance with one type of political will, namely political will, namely commitment sustained from politicians to invest political resources to achieve certain goals (Post et al., 2010) .

Land governance factors also influence the decision-making process through community participation in land acquisition for the construction of the Sicincin-Padang toll road, this is in accordance with the understanding of *land governance* , namely activities about determining and implementing sustainable land policies and building strong relationships between humans and land (Ghimire , 2017) . Then the principle of *land governance* which prioritizes the value of the rule of law; procedure transparency; fairness and impartiality as well as efficiency and effectiveness are very important to do (Ghimire, 2017) , the steps are to listen to the aspirations of the community and involve the community (participation) in every stage of land acquisition in order to realize quality land acquisition decision-making. Through the analysis of the *structural equation model* (SEM) it is known that the factors of community culture, *political will* , *land governance* have a direct influence on the decision-making process, but there are no variables that have an effect on because there is mediation (intermediary) from the community participation variable.

Conclusion

The decision-making process for land acquisition for the construction of the Sicincin-Padang toll road is influenced by several variables. These variables include community participation, community culture, political will and land governance. Based on the research results, it is known that the community participation variable has an influence on the land acquisition decision-making process. This explains that the research findings through questionnaires and also the results of

interviews with stakeholders regarding the participation of affected communities in the implementation of land acquisition are very important. The planning stage of land acquisition is a stage that must involve the active participation of affected communities, because this provides space for discussion between the community and the government and investors regarding land acquisition for toll road construction, so that communicative planning is realized in the toll road land acquisition. Furthermore, communicative planning can reduce the risk of land acquisition both socially and in other aspects.

Apart from the planning stage, community participation variables; community culture; political will and land governance also influence the stages of preparation, implementation and delivery of land acquisition results for toll road construction. This is because these stages are interconnected and continuous. Furthermore, if the pattern of participation of the affected communities at the above stage is still quasi (have not participated in the decision-making process), then land acquisition cannot be categorized as sustainable land acquisition. So that the pattern or stages of land acquisition for the construction of the toll road must be reconstructed, especially in the aspect of land acquisition planning by involving the affected community broadly in the decision-making process (figure 3). In the future this research can become input for stakeholders through changes in knowledge, understanding, attitudes and behavior. In making land acquisition decisions, the stakeholders involved must provide opportunities for affected communities to be involved in the planning process as a starting point for implementing land acquisition activities. This aims to reduce the risks that will be experienced by the community, especially social risks that tend not to be realized by the community itself.

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