

Infrastructure development and socioeconomic wellbeing in Abia State: Evidence from the Alex Otti administration

¹Juliet Anulika Ndoh

Department of Public Administration, Imo State University, Owerri

²Japhet Olusadum Nnaeto

Department of Political Science (PUBLIC ADMINISTRATION) Federal University
Otuoke, Bayelsa State.

ORCID: <https://orcid.org/0009-0003-0420-7199>

doi: <https://doi.org/10.37745/gjpsa.2013/vol14n487100>

Published: September 28, 2026

Citation: Ndoh J.A. and Nnaeto J.O. (2026) Infrastructure development and socioeconomic wellbeing in Abia State: Evidence from the Alex Otti administration, *Global Journal of Political Science and Administration*, 14 (4),87-100

Abstract: *Infrastructure and socioeconomic development are basic means through which the state enhances macro and micro economic wellbeing of both the state and citizens. The study aimed to find out how the infrastructure and socioeconomic development under the Alex Otti-led administration in Abia State improved the wellbeing of the citizens. The study adopted a survey design research method. Questionnaire method of data collection was selected to elicit information from a purposive sample size of 200 respondents. Copies of questionnaire were distributed to the residents of the selected LGAs comprising two urban LGAs and two rural LGAs. The study was anchored on infrastructure development theory as espoused by Agenor (2010). 200 copies of questionnaire were distributed to the respondent but 187, representing 93.5% was validly returned. Data analysis was done with the aid of descriptive statistics. The study revealed that though higher per cent of respondents A and SA vis-à-vis indicators of citizens' wellbeing (showing evidence of socioeconomic wellbeing of citizens following infrastructure and socioeconomic development in the state), there are indications that issues such as security, social inclusion, high cost of housing and some bad rural roads pose significant threat to citizens wellbeing. Based on the findings, the study recommended inter alia; the state should device a means of increasing security presence with modern technology in the state; government should intervene in the high cost of housing especially in the urban areas by engaging house owners, subsidizing cost of building materials as well as intervening through Public Private Partnerships; road construction and maintenance should be extended to the hinterlands to enable the rural dwellers operate with less transportation hitches. In conclusion, there is robust evidence that citizens' wellbeing improved following the infrastructure and socioeconomic development under Otti-led administration in Abia State.*

Keywords: infrastructure, development, socioeconomic, wellbeing, administration

INTRODUCTION

Economic development is a critical factor in determining the extent of other types of development in a country. However, there is another vital factor without which no type of national development is likely possible. This fulcrum on which every development spectrum revolves is infrastructural development. The critical nature of infrastructure development cannot be over-emphasized because its presence encourages seamless development of other critical sectors of the national economy. Infrastructure development specifically is the driver of economic growth; orchestrates competitiveness as well as improves the quality of life of citizens of a state (World Bank, 2023).

Road infrastructure is one of the critical needs for economic development of the state. It serves as a physical capital that provides primary transport networks that connect all the critical agents involved in the production, distribution and consumption of goods and services. Road infrastructure is a strong link to access the produced goods and services and further distribution to citizens for consumption (Jadjanto & Al-Amin, 2025; Okafor, 2023). Besides, good road infrastructure reduces cost of transportation of goods and services, thus making distribution effective and efficient. This is expected to help in cutting down cost of production and enhances profitability (NuOrderTech, 2025). The Public Private Partnership (PPP) in road infrastructure in Nigeria provides huge source of job opportunity to the citizens (Ohaletel et al, 2024). Power infrastructure is among the critically needed commodity to drive production of goods and services for the overall development of state economy. The agricultural machineries, industrial equipment for production, computer hardware cannot be effectively deployed for economic development except the power sector is at its best. Consequent upon the inevitability of infrastructure development to the wellbeing in Abia State, the study aimed to investigate how infrastructure development such as construction and maintenance of both urban and rural roads; educational upgrade; healthcare upgrade; electricity; affordable housing; security and social inclusion have impacted positively on the wellbeing of citizens of Abia State.

Objectives of the study

The objectives of the study are to;

1. Examine the extent of infrastructure development in Abia State under the administration of Governor Alex Otti.
2. Assess the effect of infrastructure development on the socioeconomic wellbeing of the citizens of the state.
3. Determine whether the impact of infrastructure development on socioeconomic wellbeing differs between urban and rural dwellers in Abia State.

Research questions

1. To what extent has infrastructure development been carried out in Abia State under Governor Alex Otti administration?
2. How does infrastructure development in Abia State under Governor Alex Otti affect the socioeconomic wellbeing of the citizens?

3. To what extent does the impact of infrastructure development on socioeconomic wellbeing differ between urban and rural dwellers in Abia State?

METHODOLOGY

The study adopted a survey research design. Primary data was collected with the aid of structured questionnaire. The structured questionnaire was drafted in line with Likert's response scale (Agreed=A; Strongly Agreed=SA; Disagreed=D; Strongly Disagreed=SD; Undecided=U). 200 sample size was purposively determined by allocation of 50 copies of questionnaire to four selected locations from four LGAs of Abia State with each of the two locations in urban and rural areas respectively. Copies of questionnaire were drafted to provide answers to the research questions raised by the study. The reason for purposively selecting both urban and rural locations is to establish a comparative result of impact of the development drive in the two locations. These locations of study include two urban centres comprising Umuahia in Umuahia North Local Government and Aba in Aba South Local Government. Others are Osioma in Osioma Ngwa Local Government and Akwete in Ukwu East Local Government Area. Copies of questionnaire were purposively distributed accordingly. Data drawn from respondents in line with the research questions were analyzed with descriptive statistics.

Theoretical Framework and Literature Review

Infrastructure Development Theory or Infrastructure-Led Development Theory

The study is anchored on infrastructure development theory/infrastructure-led-development theory as envisioned by Agenor (2010). Infrastructure development is the main driver of other forms of socioeconomic changes that positively affect the living standard of the citizens. According to Agenor (2010), infrastructure-led development theory critically asserts the central role infrastructure plays in the long term economic growth of a state. The theory further posits that government investment in infrastructure, supported by properly guided expenditures in the health services, stock and efficiency of public capital can help economies escape low growth equilibrium and achieve higher steady-state growth-provided governance is effective (Agenor, 2010). Besides, the ability of infrastructure to reduce transaction costs, stimulate the movement of goods and services, enhance access to markets and improve human capital productivity is a testament to the necessity of infrastructure development (Fourie, 2006).

Conceptual clarification

Development

The concept development has been subjected to many controversial explanations and definitions purportedly because of its multi-dimensional facet. Development appears to be one of the terminologies that touch almost every aspect of human existence either positively or negatively. However, our approach here touches on the positive aspect of development as a way of improving the standard of living of the masses. The concept of development encompasses economic, political, socio-cultural and environmental development. When a state is working assiduously to achieve

these spheres of development, the citizens will no doubt be on a fast match to enjoying improved standard of living and longevity. “Development is not what the economic and other experts proclaim it to be, no matter how elegant their language. Development is not something to be decided by experts, simply because there are no experts on the desirable goals of human life. Development is the desirable course to be taken by human beings in a particular situation” (Berger, 1976). Accordingly, it means that what constitutes the concept of development is usually determined by the affected human beings in a particular situation believed to be geared towards the resolution of the current circumstance. Similarly, Okereke (2003,p.1) averred that development is conceptualized as the qualitative improvement in the standard of living of the majority of the people through the provision of economic and social infrastructures like industries, employment, water, electricity, health facilities, good roads etc. Furthermore, Seers (n.d) had argued that “development means the realization of the potentials of human personality” and further opined that it could be realized through the achievement of “reduction of poverty, unemployment and inequality”. He however stated that “if one or two of these problems grows worse especially if all three have, it would have been strange to call the result development even if per capita income doubled”. On revisiting his concept of development in another presentation Seers added that there can never be meaningful development without the insurance of “self –reliance and increased cultural independence” of the people. In a similar development, Goulet (1971), indicated that “life sustenance, self-esteem and freedom of choice are the three core values of development for individual and societies”. Development should be conceived as a state of human wellbeing rather than as the state of national economy. However, some scholars especially those from the economics persuasion usually define development as the increase in the value of goods and services produced by every sector of the economy (Areo 2017). This definition fails to capture the other aspects of human life which are critical in the overall development of citizens of the state.

Infrastructure

The survival of citizens of a given state is largely dependent on the availability of critical pieces of infrastructure requisite for personal and corporate socioeconomic advancement. No economy or society can function or gear towards development without the presence of physical infrastructure. Therefore, infrastructure can be conceptualized as the fundamental and supportive physical structures that the economy of a society needs to function efficaciously. According to Todaro & Smith (2020), “infrastructure constitutes the backbone upon which economic activities, social interactions, and governance processes are carried out; it provides the enabling environment that supports production, distribution, and consumption within a given territory”. Furthermore, infrastructure denotes the “basic physical facilities and organizational frameworks needed for the operation of a society or enterprise” (World Bank, 1994). There are many facilities that constitute the infrastructure being discussed. These facilities are the transportation system; uninterrupted and affordable power supply; regular water supply; available water resources for other purposes like Agriculture; steady communication networks; strong institutions capable of sustaining good governance and service delivery.

There are basically two types of infrastructure- physical, also known as economic infrastructure and social infrastructure.

Physical or economic infrastructure

It is commonplace to note that the robustness of the economy of any state depends to a great extent the quality of infrastructure available in the state. This is true because the facilities will aid and support vital economic activities that involve production of goods and services and distribution from places of production to places of consumption. Besides, infrastructure entails those facilities that directly enhance production activities which results to economic growth. The economic or physical infrastructures referred to here are roads, railway system, sea ports, airports, electricity, telecommunications etc. It is widely believed that these infrastructures “reduce transaction costs; enhance market integration, and increase productivity by facilitating the movement of goods, services and factors of production” (Aschauer, 1989; Calderon & Servén, 2010). In furtherance of the physical infrastructure, one observes that road, for example, enhances or improves connectivity between the rural areas and the urban areas or a link between the places of production and the places of consumption, thus, bringing markets together for effective economic games. Besides, the relevance of reliable power supply to industrial output cannot be overemphasized as it helps to increase the urge for investment in an area (Ogun, 2010).

Social infrastructure

Social infrastructure is made up of those facilities that directly deal with the development of human capital and its social welfare. Social infrastructures help to upgrade the human assets of the state by increasing their competence, skills and craftsmanship. The following are some social infrastructure- hospitals; schools; housing; recreational facilities and they contribute immensely to the general wellbeing of citizens of the state, in addition to supporting healthy state economy (Rosenstein-Rodan, 1961; Todaro & Smith, 2020)

Economy

The state is of two components; the political and economic components. While the political component deals with the political and policy making aspects of the state, the economy aspect of the state deals with the production and distribution of goods and services to satisfy the people of the state. The term “economy” is like a well-organized system that ensures a society does the production, distribution, exchange and consumption of goods and services with the intent to satisfy the needs of humans amidst the condition of scarcity. Activities in the economy are carried out by many stakeholders such as individuals, households, firms and government (Samuelson & Nordhaus, 2010). Besides the scarce nature of resources dictates the nature of goods and services to produce, modus of production and who the market will target (Mankiw, 2021). They are the primary, secondary and tertiary economy. The primary economy is concerned with the extraction of raw materials usually associated with agriculture and mining activities. Secondary sector involves manufacturing and processing of goods while the tertiary sector deals with services like education, transportation, health etc. However, in the contemporary economies, the quaternary sector dealing with knowledge-based services such as ICT and research ventures has been inculcated (Todaro & Smith, 2020).

REVIEW OF EMPIRICAL LITERATURE

Some research works have been carried out to ascertain the relationship between infrastructure development and economic wellbeing of the state and majority of the studies provided empirical evidences that link infrastructure investment with sustainable economic advancement of the state. A cross-country regression analyses revealed that a combination of quantity and quality infrastructure assets can significantly predict the Gross Domestic Product (GDP) growth direction of a particular economy. The use of data from more than 100 countries between 1960 and 2000 revealed that advancement in provision of infrastructure like roads, electricity, and telecommunications posted a significant and positive association with per capita income growth and the study suggested that “one standard deviation increase in infrastructure capital is associated with an increase in per-capita growth of about 1.6 percentage point annually” (Calderon & Serven, 2010). Furthermore, an empirical study on similar topic revealed that the quality of infrastructure particularly in the transportation and power sectors can robustly predict outcome of growth in low as well as middle income countries. This simply means that countries with established and sustainable infrastructure can boost of higher productivity (Fay & Yesin, 2013). In a study featuring use of panel data from Vietnamese manufacturing firms, it was found out that access to quality infrastructure such as roads and telecommunications increase output by reducing transaction costs and accelerate delivery of both inputs and outputs (Nguyen & Onji, 2016). In a study to measure the effect of infrastructure investment on employment and poverty level and with the use of household survey data from rural India, it was found out that “communities connected by all-weather roads experience higher agricultural incomes and non-farm employment opportunities than remote villages without paved access (Jacoby 2016).

In another study on infrastructure development in electricity conducted to ascertain the effect of reliable electricity in rural China, it was elicited that access to electricity brought about the expansion of cottage industries and also helping to increase the involvement of females in the labour force, a finding that shows that infrastructure development does have significant effects that poorer households can profit from (Gannon & Liu, 1997. In a similar development, a study was carried out in the colonial Ghana on effect of railway expansion on economic development. It was however revealed that towns that have links with the railway post both higher population growth and commercial robustness unlike those towns that are isolated. This simply means that infrastructure developments do affect economic wellbeing of regions (Jedwad & Moradi, 2016). Several studies may have taken place on infrastructure development and socioeconomic wellbeing in other economies. However, it is evident that such study has not been conducted under administration of Governor Alex Otti.

Consequently, this study aimed to fill the gap—to find out the socioeconomic impact of infrastructure development of the administration of a particular state (Abia State) in Nigerian federation on it citizens.

A glance on the study area-Abia State

The South East of Nigeria, the geopolitical zone of Abia State, is predominantly the Igbo speaking part of Nigerian Federation. This consists of five states vis; Imo, Enugu, Abia, Anambra and Ebonyi states. The creation of Abia State took place precisely on August 27th, 1991 during the military junta of General Ibrahim Badamasi Babangida. Abia State was formerly part of Imo State before it was carved out of it on the above-mentioned date. Umuahia, being the major metropolis was made the capital city and administrative capital upon its creation while Aba, one of the commercial hubs in Nigeria and West Africa was made the commercial capital.

Etymologically, the name “ABIA” was coined or derived from four major clans in the area and they include Arochukwu; Bende; Isuikwato and Afikpo, however, at a later time, Afikpo became part of Ebonyi State. From the date of its creation, Abia State had political leaders like governors till date involving both appointed (during military government) and elected during civilian government. In August, 1991 to January 1992, Navy Captain Frank Ajobena was appointed the first military administrator of Abia State. Between January 1992 and August 1993, Colonel Chinyere Ike Nwosu worked as the military administrator of the state. Furthermore, Colonel Temi Ejor took the turn between August 1993 and September 1994. However, between September 1994 and August 1996, it was the turn of Colonel Moses Fasanya as Abia State’s military administrator. The last military administration was Colonel Anthony Obi whose reign was between August 1996 and May 1999. It is noteworthy that during the military era, a kind of diarchy system of government took place that allowed the election of Dr. Ogbonnaya Onu as a civilian governor of Abia State on the platform of National Republican Convention (NRC) between August 1991 and November 1993. The civilian administration that ushered in the Fourth Republic has Orji Uzor Kalu as the elected governor of Abia State from May 29, 1999 to May 29, 2007 under the Peoples Democratic Party. Similarly, Theodore Ahamefule Orji took the turn as elected governor of Abia State under PPA (though later PDP) from May 29, 2007 to May 29, 2015. Between May 29, 2015 and May 29, 2023, it was Okezie Ikpeazu (PDP) as the elected governor of Abia State. However, currently, the executive governor of Abia State is Dr. Alex Chioma Otti of the Labour Party (May 29, 2023-present).

Data Presentation and AnalysisTable 1.**Distribution of questionnaire**

S/N	Location	Number allocated	Per cent %
1	Umuahia	50	50
2	Aba	50	50
3	Osioma	50	50
4	Akwete	50	50
5	Total	200	100%

Source: Survey Report, 2026

Table 2. Retrieval of administered questionnaire

S/N	Location	No of administered questionnaire	No of returned questionnaire	Percentage of returned questionnaire
1	Umuahia	50	50	27
2	Aba	50	50	27
3	Osisoma	50	48	25
4	Akwete	50	39	21
5	Total	200	187	100

Source: Survey Report, 2026

The questionnaire administration table above showed that a total of 200 copies were administered accordingly but 187, representing 93.5% was returned. This percentage returned was robust enough to power the study.

Table 3. Otti-led Abia State government has embarked on infrastructure and socioeconomic development projects (n=187)

Options	Response	Percentage %
Agreed	110	59
Strongly Agreed	70	37
Disagreed	5	3
Strongly Disagreed	2	1
Undecided	0	0
Total	187	100

Source: Survey Data 2026

Evidence or data from respondents in the above table showed that 59% and 37% of respondents respectively agreed and strongly agreed that Governor Otti-led administration has embarked on infrastructure and socioeconomic development in Abia State. Insignificant 3% and 1% disagreed and strongly disagreed on the statement.

Table 4. Infrastructure and socioeconomic development in Abia State has improved income status of citizens of the state (n=187)

Options	Response	Percentage %
Agreed	92	49
Strongly Agreed	79	42
Disagreed	11	6
Strongly Disagreed	5	3
Undecided	0	0
Total	187	100

Source: Survey Data 2026

Above table shows that 92 and 79 respondents representing 49% and 42% respectively showed that infrastructure and socioeconomic development of Otti's administration improved income status of citizens of Abia State. The D, SD and U recorded very insignificant response rate.

Table 5. Infrastructure development in Abia State has improved citizens' access to quality and affordable healthcare delivery (n=187)

Options	Response	Percentage %
Agreed	50	27
Strongly Agreed	98	52
Disagreed	29	16
Strongly Disagreed	8	4
Undecided	2	1
Total	187	100

Source: Survey Data 2026

Data in the above table shows that 27% and 52% of the respondents respectively agreed and strongly agreed that access to quality and affordable education improved among citizens of Abia State following the infrastructure development in the state. However, insignificant 16% (D), 4% (SD) and 1% (U) were recorded.

Table 6. Citizens' access to electricity consumption and good roads improved following infrastructure development in Abia State under Otti's administration (n=187)

Options	Response	Percentage %
Agreed	80	43
Strongly Agreed	84	45
Disagreed	18	10
Strongly Disagreed	5	2
Undecided	0	0
Total	187	100

Source: Survey Data 2026

According to the above table, 43% (A) and 45% (SA) that citizens' access to electricity consumption and good roads improved following infrastructure development in Abia State under Otti administration. 10% (D) and 2% (SD) options are insignificant.

Table 7. The Abia State infrastructure and socioeconomic development improved access to comfortable and affordable housing under Otti's administration (n=187)

Options	Response	Percentage %
Agreed	40	22
Strongly Agreed	60	32
Disagreed	45	24
Strongly Disagreed	38	20
Undecided	4	2
Total	187	100

Source: Survey Data 2026

On whether the infrastructure and socioeconomic development in Abia State under Otti administration improved citizens' access to comfortable and affordable housing, 22% and 32% (A) and (SA) that it did while 24% and 20% (D) and (SA). Insignificant 2% was (U). The figures show that residents of affected areas need better access to affordable and comfortable housing.

Table 8. Access to quality and affordable education improved following the infrastructure development programmes of Otti-led administration in Abia State (n=187)

Options	Response	Percentage %
Agreed	89	47
Strongly Agreed	76	41
Disagreed	18	10
Strongly Disagreed	4	2
Undecided	0	0
Total	187	100

Source: Survey Data 2026

Table 8 disclosed that 47% (A) and 41% (SA) that infrastructure development projects of Otti-led administration in Abia State improve citizens' access to quality and affordable education. Insignificant 10% and 2% maintained (D) and (SD) options respectively.

Table 9. The Otti-led administration infrastructure and socioeconomic development ensured citizens' access to security and social inclusion (n=187)

Options	Response	Percentage %
Agreed	58	31
Strongly Agreed	52	29
Disagreed	46	16
Strongly Disagreed	31	24
Undecided	0	0
Total	187	100

Source: Survey Data 2026

Data from respondents captured in table 9 showed that a significant % in the opposite direction. While 31% and 29% agreed and strongly agreed respectively that Otti administration infrastructure and socioeconomic development improved access to security and social inclusion, a non-negligible 16% and 24% D and SD. This showed there is a still concern among the respondents regarding security and social inclusion issues in the study areas.

Table 10. The infrastructure and socioeconomic development of Otti's administration improved the living standard of the people of Abia State (n=187)

Options	Response	Percentage %
Agreed	79	42
Strongly Agreed	82	44
Disagreed	18	10
Strongly Disagreed	6	3
Undecided	2	1
Total	187	100

Source: Survey Data 2026

A significant 42% and 44% A and SD respectively that infrastructure and socioeconomic development of Otti administration improved living standard of people of Abia State. Insignificant 10%, 3% and 1% D, SD, U respectively to the above statement.

DISCUSSION OF FINDINGS

The study made several findings with specific reference to the study areas in Abia State. The study found that Otti administration embarked on infrastructure and socioeconomic development in Abia State as could be seen on Table 3. This means that a trajectory leading to improved standard of living of the people has begun. The study also found that there is increased income to the citizens of Abia State following the infrastructure and socioeconomic development of Otti-led administration (see table 4). A significant % of respondents 27% and 52% A and SA respectively that access to quality and affordable healthcare services improved following the embarkation of infrastructure and socioeconomic development in the state (see Table 5). Furthermore, the study found that there was a significant decline in respondents' response on whether the infrastructure and socioeconomic development in Abia State under Otti-led administration improved access to comfortable and affordable housing. The % set has it that A=22%; SA=32%; D=24%; and SD=20 % (see Table 7). Besides, the study revealed that security and social inclusion needs have not been properly addressed in the areas of study. This is evident on Table 9 (A=31%; SA=29%; D=16%; SD=24%). Finally, data on tables 8 and 10 suggest that the infrastructure and socioeconomic development of Otti-led administration in Abia State improved access to quality and affordable education as well as improving the living standard of the people of the area under study.

Conclusion and recommendation for policy action

Infrastructure and socioeconomic development in a state are the most strategic means through which the citizens benefit from good governance. The study provided good evidence that the Otti-led administration in Abia State embarked on development projects that improved both the macro and micro economy of the state, however, the study also observed that LGAs in the urban areas benefit more in the development drive of the state than the rural communities. Based on the findings, the study recommends inter alia; **first**, road construction and maintenance should be extended to the hinterlands where main agricultural activities take place. This is important because it will improve easy access to such important areas in terms of helping farmers to transport their materials during planting and harvest periods. **Second**, in view of the importance of power/electricity in national development, the state should embark on massive rural electricity projects to ensure provision of uninterrupted power supply capable of supporting rapid industrialization of the state. Electricity project should not be limited to urban areas like Aba and Umuahia. **Third**, there is need for construction of more classrooms, provision of teaching aids, training and retraining of teachers with good compensation policy. This will ensure higher performance of primary and secondary school teachers in the state as well increase school enrollment. **Fourth**, government should routinize establishment of community healthcare centres in the rural areas to complement its efforts in big hospitals located in core centres of the state. **Fifth**, government should endeavour to provide security as well as social inclusion for citizens in both urban and rural areas. **Finally**, the government should address citizens' concern about high cost of housing especially in the urban areas such as Umuahia and Aba. High cost of housing tends to neutralize the economic reliefs gotten from other sectors.

Limitation and direction for further research: The study focused on infrastructure and socioeconomic development of Abia State under Governor Alex Otti-led administration and how it contributed to the wellbeing of the citizens from 2023 to date. Furthermore, the study focused on only four LGAs (two from the urban areas, another two from the rural areas). It did not seek to know how the infrastructure and socioeconomic development affected the wellbeing of the entire people of the state. Therefore, its results lacked generalization. Further study is recommended to include respondents from the entire LGA of the state.

Disclosure statement: The corresponding author declared that there is no conflict of interest among the authors.

Funding: The study did not receive any form of grant from any funding agency, individual or non-profit organization.

REFERENCES

Abia State Government (2024). Gov. Otti assents to 2025 budget into law, says it demonstrates push for infrastructure development. Retrieved from abiastate.gov.ng

- Adams, J.S (1963). Towards an understanding of inequality. *Journal of Abnormal and Social Psychology*, 67(5), 422-436. <https://doi.org/10.1037/h0040968>
- Africa Housing News (2025). Abia State embarks on extensive project commissioning drive under Governor Alex Otti. Retrieved from africahousingnews.com
- Agenor, P.R. (2010). A Theory of Infrastructure-led Development. *Journal of Economic Dynamics and Control*, 34(5). <https://doi.org/10.1016/j.jedc.2010.01.009>
- Alex Otti Website (2025). A new development paradigm. Retrieved from alexotti.com
- Aschauer, D.A. (1989). Is Public expenditure productive? *Journal of Monetary Economics*, 23(2), 177-200. [https://doi.org/10.1016/0304-3932\(89\)90047-0](https://doi.org/10.1016/0304-3932(89)90047-0)
- Calderon, C & Serven, L. (2010). Infrastructure and economic development in Sub-Sahara Africa. *Journal of African Economics*, 19(Suppl-1), i 13-i87. <https://doi.org/10.1093/jae/ejp022>
- Fay, M. & Yesin, P. (2013). Africa's infrastructure: A time for transformation. World Bank
- Fourie, J. (2006). Economic Infrastructure: A review of definitions, theory and empirics. *South-African Journal of Economics*, 74(3), 530-556
- Gannon, C. & Liu, Z. (1997). Poverty and transport. World Bank
- Goulet, D. (1971). *The Cruel Choice: A new concept in the theory of development*. New York. Atheneum.
- Lunenburg, F.C. (2011). Expectancy Theory of Motivation: Motivating by Altering Expectations. *International Journal Management, Business and Administration*, 15(1), 1-6
- Guardian (2024). Alex Otti's 365 days in office. Transforming Abia's economic landscape.
- Jacoby, H.G., & Minten, B. (2009). On measuring the benefits of low transport costs. *Journal of Development Economics*, 89(1), 28-38. <https://doi.org/10.1016/j.jdeveco.2008.07.008>
- Jedwab, R. & Moredi, A. (2016). The permanent effect of transportation revolutions in poor countries: Evidence from Africa. *Review of Economics and Statistics*, 98(2), 268-284. https://doi.org/10.1162/REST_a_00540
- Vanguard (March 12, 2025). FG approves modular refinery in Abia State. <https://www.vanguardngr.com/2025/03/fg-approves-modular-refinery-for-abia-gov-otti/>
- Judijanto, L. & Al-Amin. (2024). The impact of infrastructure on rural economic growth: A comprehensive literature review. *International Journal of Financial Economics (IJEFE)*, 1(3), 990-1000
- Mankio, N.G. (2012). *Principles of Economics* (9th ed). Cengage Learning
- Nairametrics (2025). Abia State to establish multi-billion naira agro-industrial facility in Umunneoch- Alex Otti
- Nguyen, T.D, & Onji, K.(2016). Firm productivity and infrastructure in Vietnam. *Asian Economic Journal*, 30(4), 339-362
- NUOrder Tech (2025). The impact of roads and economic development on growth. Retrieved from nuordertech.com
- Ogun, T. P. (2010). Infrastructure and poverty reduction: Implication for urban development in Nigeria. *Urban Forum*. Vol 21, pages 249-266. <https://doi.org/10.1007/s12132-010-9091-8>

- Ohalete, P., Anyawu, K., & Azuka, S. (2023). The economic role of transportation infrastructure and investment in Nigeria. *The Journal of Economics, Finance and Innovation*, pp.308-320
- Okereke, O.O.(2003).Development Administration in Nigeria: Philosophy and Strategy In Development Administration in Nigeria: Issues and Strategy (eds) by O.O Oyari Okereke. Abaliliki. WillyRose & Appleseed Publishing Coy.
- Samuelson, P.A. & Nordhaus, W.D. (2010). Economics (19th. Ed). McGraw-Hill
- The Whistler Newspaper (2025). Otti flags off construction of two major roads in Abia. Retrieved from thewhistler.ng
- ThisDayLive (2025). Alex Otti: Transforming Abia State through unprecedented infrastructure development. Retrieved from thisdaulive.com
- Todaro, M.P, & Smith, S.C. (2020). Economic development (13th ed) Pearson
- Vroom, V.H. (1964). Work and motivation. Wiley
- World Bank (1994). World Development Report: Infrastructure for development. World Bank