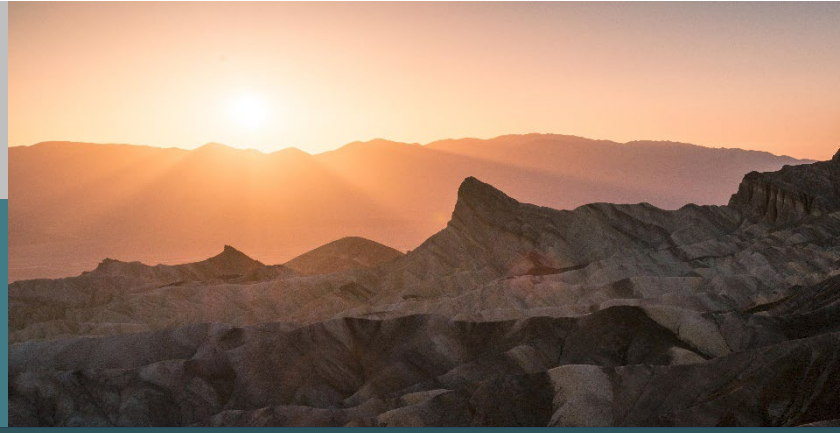




Death Valley National Park Infrastructure Fact Sheet



1.1 Million Annual
Visitors¹



\$88 Million in
Economic Output²



State: CA, NV

Infrastructure Inventory

The figures below show the park’s real property inventory by asset category as of the end of Fiscal Year (FY) 2022 Q1.



151 Buildings



40 Miles of Trails



128 Housing Units³



58 Campgrounds



870 Miles of Unpaved Roads⁴



9 Water Systems



9 Waste Water Systems



308 Miles of Paved Roads⁵



Other Asset Types

The park also has **117** other assets. These include maintained landscapes, a heating and cooling plant, electrical systems, communication systems, fuel systems, a constructed waterway, aviation systems, monuments, maintained archeological sites, and interpretive media.

Infrastructure Investment Needs

There is an estimated **\$214 M** in Deferred Maintenance and Repairs (DM&R)⁶ associated with the inventory above. The park also has an estimated **\$11 M** in Annual Routine Maintenance⁷ requirements. Asset condition will further deteriorate if the Annual Routine Maintenance is not addressed. Infrastructure investment needs may also include modernization and renewal to address safety, code compliance, visitor capacity, and other park requirements.

Proposed Investments⁸

The table below shows formulated facility project investments from the following fund sources: *Great American Outdoors Act Legacy Restoration Fund (LRF)*, *Federal Lands Transportation Program (FLTP)*, *Repair/Rehabilitation (R/R)*, *Line Item Construction (LIC)*, and *Recreation Fee Revenue (Rec Fee)*. **Projects and estimates are subject to change based on final scope and design efforts, emerging priorities, and available resources.**

Projects in Current Funding Stream	Est. Proj. Cost ⁹
Pavement Preservation	\$3,250,000
Construct Extension of Furnace Creek Accessible Trail	\$2,240,000
Rehabilitate Stovepipe Wells Reverse Osmosis Treatment Building for Safety	\$907,000
Replace Deteriorated Salt Creek Boardwalk and Vault Toilet, Phase II of II - Construction	\$616,000
Expand Zabriskie Point Parking Lot	\$357,000
Install a 9-Kilowatt Photovoltaic Power System for Seasonal Apartment Complex	\$292,000
Rehabilitate Interior of Historic Emigrant Ranger Station and Install Photovoltaic Power	\$282,000
Rehabilitate Four Existing and Add Two New Trailer Sites for Volunteers-in-Parks Program	\$255,000

Projects in Current Funding Stream	Est. Proj. Cost ⁹
Rehabilitate Emigrant Leach Field	\$139,000
Total Estimated Project Cost	\$8,338,000

¹ National Park Service Visitor Statistics, Annual Visitation by Park - 2021 - <https://irma.nps.gov/STATS/Reports/National>.

² Economic Contributions of National Park Visitor Spending - 2020 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

³ Housing includes residential units and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected. The data is from the Internet Quarters Management Information System (iQMIS) as of September 30, 2021.

⁴ Unpaved Roads includes unpaved parking areas and unpaved roadways.

⁵ Paved Roads includes bridges, tunnels, paved parking areas, and paved roadways.

⁶ Deferred maintenance and repairs (DM&R) includes only correction of existing deficiencies. It does not include, for example, alterations for improved accessibility, upgrades to meet current building codes, installation of new fire suppression systems, expansion of capacity, or annual recurring maintenance needs. The data is from the Facility Management Software System (FMSS) as of December 31, 2021.

⁷ Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

⁸ Projects from the following fund sources and fiscal years were included: Great American Outdoors Act Legacy Restoration Fund (FY21 – FY23), Recreation Fee Revenue (2023 Congressional Justification), Repair/Rehabilitation (FY23 - FY27), Line Item Construction (FY23 - FY27), and Federal Lands Transportation Program (FY22 - FY26), per authorization levels provided in Public Law 117-58, the Bipartisan Infrastructure Law. Costs for LRF FY21 through FY22 are based on estimates as of March 16, 2022, which are subject to change. The NPS is in the process of evaluating LRF FY24 through FY25.

⁹ Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.