

Infrastructure Fact Sheet

Harpers Ferry National Historical Park



Annual Visitors¹

427 Thousand



Economic Output²

\$38 Million



State

MD, VA, WV



Infrastructure Inventory³

The figures below show the park's real property inventory by asset category as of the end of Fiscal Year (FY) 2024.



82 Buildings



25 Miles of Trails



8 Miles of Unpaved Roads⁵



1 Water System



0 Campgrounds



7 Housing Units



2 Waste Water Systems



3 Miles of Paved Roads⁶



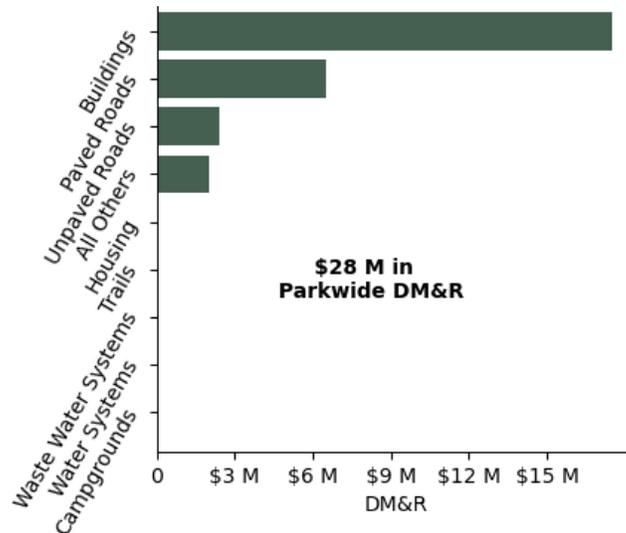
Other Asset Types

The park also has **68** other assets. These include trail bridges, maintained landscapes, fuel systems, monuments, maintained archeological sites, and fortifications.

Infrastructure Investment Needs

There is an estimated **\$28 M** in Deferred Maintenance and Repairs (DM&R)⁷ associated with the inventory above. The park also has an estimated **\$4.1 M** in Annual Routine Maintenance⁸ 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.

Park Infrastructure Condition



Harpers Ferry National Historical Park has a total portfolio DM&R of \$28 M. The Buildings asset category currently accounts for the largest portion of DM&R at \$17 M. Paved Roads asset category has \$6.5 M in DM&R. Unpaved Roads has \$2.4 M. All Others has \$2 M. Housing has \$34 K. Trails has \$10 K. The Campgrounds, Water Systems, and Waste Water Systems asset categories have \$0 in current deferred maintenance and repair needs.

Proposed Investments⁹

The table below shows formulated facility project investments from the following fund sources: *Great American Outdoors Act Legacy Restoration Fund, Federal Lands Transportation Program, Repair/Rehabilitation, Line Item Construction and Recreation Fee Revenue* as published in the Department of the Interior Budget Justifications and Performance Information. **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 ¹⁰
Rehabilitate Bus Maintenance Facility	\$1,650,000
Repair 4 Bridges	\$1,200,000
Stabilize Allstadt Structures to Preserve Historic Fabric	\$283,000
Repair Water Damaged Features and Paint the Susan Downey Bldg	\$275,000
Stabilize the Church Street Retaining Wall	\$265,000
Replace Damaged Shipley School Storm Gutter and Drain System	\$202,000
Replace Deteriorated Porch on Historic Lockwood House	\$185,000
Replace Diesel Fleet with New Electric Buses	\$100,000
Rehab Grandview Restrooms for Law Enforcement Use	\$87,000
Replace Diesel Fuel Tank and Recoat, Install new decals on Gasoline Fuel Tank at Park Maintenance	\$49,000
Total Estimated Project Cost	\$4,296,000

Notes

¹ [National Park Service Visitor Statistics, Annual Visitation by Park - 2023](#)

² [Economic Contributions of National Park Visitor Spending - 2023](#)

³ The inventory matches the Federal Real Property Profile (FRPP) reporting parameters. The Park may manage assets that are owned by other agencies or local partners which are not reported in the NPS FRPP totals; however, these assets may show in the Proposed Investments section. Additionally, any commercial leases are included in the inventory but do not contribute to Deferred Maintenance and Repairs (DM&R).

⁴ 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, 2024.

⁵ Unpaved Roads includes the total length of unpaved roadways.

⁶ Paved Roads includes the total length of bridges, tunnels, and paved roadways.

⁷ 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 FRPP FY 2024.

⁸ Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

⁹ Project lists are based on the most recent publicly available data, published in FY 2024. Updated project lists will be made publicly available upon release of the FY 2026 President's Budget later in 2025. Projects from the following fund sources and FYs were included: Great American Outdoors Act Legacy Restoration Fund (FY25), Recreation Fee Revenue (2025 Congressional Justification), Repair/Rehabilitation (FY25 - FY29), Line Item Construction (FY25 - FY29) and Federal Lands Transportation Program (FY24 - FY26), per authorization levels provided in Public Law 117-58, the Bipartisan Infrastructure Law. Costs for Legacy Restoration Fund FY25 projects are based on estimates as of March 2024, which are subject to change.

¹⁰ 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.