

220-31

July 19, 1922.

Mr. Thos. H. MacDonald, Chief,  
Bureau of Public Roads & Engineering,  
Washington, D. C.

My dear Mr. McDonald:

Inclosed find copies of letters I  
have received from Governor Lugo, all of which  
are explanatory. Governor Lugo is soon to become  
Secretary of Agriculture in President Obregon's  
cabinet.

Yours very truly,

EP:AM

Dear Mr. MacDonald - You have probably seen a clipping in the Los Angeles Times of August 22, 1946, which says that the U.S. #80 highway will be removed from the Interregional Highway System map.

August 22, 1946

Mr. Tom MacDonald, Chief Engineer  
Bureau of Public Roads  
Washington, D.C.

My dear Tom:

The enclosed clipping is explanatory. San Diego will be absolutely wild if U.S. #80 is removed from the Interregional Highway System map. For the love of heaven, as between friends please leave it there.

Los Angeles has four main highways from the north, east and south. It is just as short to drive from Tucson to San Diego and Los Angeles as to go by way of Phoenix—for the love of heaven give us our eastern outlet, I beg of you.

I know for a fact that McCoy had not any authority from the Commission to state that in case of necessity leave 80 off and insert 66—it was wholly on his own initiative and he is mighty sorry for it now.

All is well with us here. I am still State Senator, but at 74 years of age my term expires next January, having been State Senator for 12 years, a Republican in a Democratic County with a two to one Democratic registration—they have been good to me and I have enjoyed my work. My son, Charlie, is going to be the next Congressman from San Diego County without a question. He is 42 years of age, a graduate of Stanford, President of his class, had a year at Oxford and a year at the University of Paris. He has made good as a businessman; has a splendid personality and is happily married with three children.

I am enclosing a picture of the 10 children taken on our 50th Wedding Anniversary. Five of our sons were in the war and made good, one of them got the Presidential citation with decorations from the British and French governments. All of them were officers and Eugene is now on his way to the War College—a Colonel in the regular army.

#2

We have 27 grandchildren, a great grandson, and not a death nor a divorce--so you can see we are Fletcherizing the country.

I wish I could see more of you--you promised for a long time to come here and make that trip to Mexico--we are ready any time.

I am still active--working 8 or 10 hours a day. The day after our Golden Wedding celebration we flew to Honolulu in 10 hours, spent a happy two weeks there and returned in 9 hours. Recently we flew to Alaska and next January 25 are leaving for South America.

With kindest personal regards and asking you as a special favor to work in behalf of San Diego's fight for U.S. #30, I am,

Very sincerely yours,

PS: When this Interregional map was first made we only had a population in San Diego County of 267,000. A special U.S. Census this spring shows we have 550,000 population--that puts us in the favored state class and we are growing by leaps and bounds today with every indication we will have a million people here within the next ten years and heavens knows we want that Interregional highway.

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
WASHINGTON 25

IN YOUR REPLY PLEASE  
REFER TO FILE NO. C-1

January 2, 1953

Mr. Ed Fletcher  
Ed Fletcher Company  
Realtors  
1020 9th Avenue  
San Diego 1, California

Dear Mr. Fletcher:

The following information is furnished in reply to your letter of December 16, 1952, relative to Federal gasoline taxes paid by highway users in California and Federal funds made available for highway construction in California.

Estimated amounts of Federal motor fuel taxes paid by highway users in California during each year 1947 to 1951, and Federal funds made available for highways in California during each year, are as follows:

Calendar year	Estimated Federal motor fuel taxes paid by highway users	California			Total
		Federal highway funds			
		Apportioned during calendar year	Forest highway	Other funds expended during calendar year	
		Federal-aid	highway	dollars	dollars
	1,000 dollars	1,000 dollars	1,000 dollars	1,000 dollars	1,000 dollars
1947	\$38,998	\$21,723	-	\$6,346	\$28,069
1948	40,436	20,123	\$2,846	2,438	25,407
1949	42,205	19,856	2,856	2,249	24,961
1950	45,835	26,366	2,864	1,810	31,040
1951	50,375	26,155	2,861	513	29,529

The amounts of motor fuel taxes given above are estimated to have been paid in the final instance by highway users in California. These estimated payments differ considerably from actual collections in California by the Bureau of Internal Revenue, since the tax is collected in the first instance at the point of manufacture or production.

There is no connection at the present time between Federal gasoline tax collections and Federal funds made available for highways. A large amount of revenue is collected from the Federal tax on gasoline, however, and the fact that it is derived primarily from highway users has made it a subject of considerable interest. Actually, the Federal gasoline tax is levied by Congress as a general revenue measure, and the proceeds therefrom accrue to the general fund of the Treasury. The amount of Federal funds to be made available each year for highways is determined by the Congress on the basis of highway needs, fiscal conditions, and other pertinent factors. Distribution of total highway fund authorizations among the various States is in accordance with apportionment factors and formulas which the Congress has determined to be fair and equitable.

The extent to which Federal motor fuel taxes paid in the final instance by highway users in California exceed Federal highway funds made available to California is reflected in the above data for each year 1947 to 1951. The situation is reversed, however, when the 11 western States are considered together. The following tabulation shows for this group of States the estimated Federal motor fuel taxes paid by highway users during the calendar year 1951 and Federal highway fund apportionments during the year:

Eleven Western States

State	Estimated Federal motor fuel taxes paid by highway users during 1951 1,000 dollars	Federal highway funds apportioned during 1951		
		Federal-aid dollars	Forest highway dollars	Total dollars
Arizona	\$3,596	\$6,009	\$1,136	\$7,145
California	50,375	26,155	2,861	29,016 <sup>500</sup>
Colorado	5,789	7,658	1,433	9,091
Idaho	2,626	4,895	2,038	6,933
Montana	2,783	7,838	1,589	9,427
Nevada	1,193	4,869	359	5,228
New Mexico	3,375	6,501	805	7,306
Oregon	7,209	7,422	2,757	10,179
Utah	2,897	4,734	664	5,398
Washington	9,445	7,942	1,390	9,332
Wyoming	1,870	4,757	854	5,611
Total	91,158	88,780	15,886	104,666

These data for the 11 western States show that the total of Federal-aid and forest highway funds apportioned to the States during the calendar year 1951 is greater than the estimated Federal motor fuel taxes paid by highway users during the year in all States except California and Washington. The same situation pertains when forest highway apportionments are excluded, i.e., Federal-aid highway fund apportionments alone are greater than Federal motor fuel taxes paid in all States except California and Washington. For the group of States as a whole, the total Federal-aid and forest highway apportionments exceed Federal motor fuel taxes paid during the year by about \$13½ million dollars, whereas Federal-aid highway fund apportionments alone are about \$2.4 million less than the estimated Federal motor fuel taxes paid during the year.

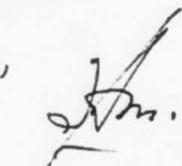
We trust that these data will be helpful to you in connection with the situation you mention, and we shall be glad to furnish any additional information that you may request.

Very truly yours,



Commissioner of Public Roads

*Best wishes for the New Year to you and yours,*



**Ed Fletcher Papers**

**1870-1955**

**MSS.81**

**Box: 17 Folder: 1**

**General Correspondence - MacDonald, Thomas H.**



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