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X
SAN ANTONIO
ALCOHOL SAFETY ACTION PROJECT
FINAL REPORT FOR
1972 THROUGH 1974
Project Director's Report

Kenneth F. Langland
Thomas E. Hawkins
Charles B. Dreyer

San Antonio ASAP
303 South Alamo Street
San Antonio, Texas 78205

Contract No. DOT HS-049-1-065
Contract Amt. \$3,258,683



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Final Report

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16. Abstract This document describes the activities undertaken by the San Antonio Safety Action Program during the years 1972 through 1974 and the principal results and findings of the efforts in the major countermeasure areas. These reports represent the objectives established for each countermeasure during the initial 3-year program (1972-1974). Overall objective results are detailed in Analytic Study No. 1-2, Analysis of Overall Project Impact; Analytic Study No. 3, Analysis of Enforcement; Analytic Study No. 4, Analysis of Adjudication; Analytic Study No. 5-6, Analysis of PDE and Rehabilitation; Analytic Study No. 7, Analysis of Public Information and Education; and the Project Director Report. <p style="text-align: center;">NCJRS</p> <p style="text-align: center;">JAN 5 1981</p> <p style="text-align: center;">ACQUISITIONS</p>			
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METRIC CONVERSION FACTORS

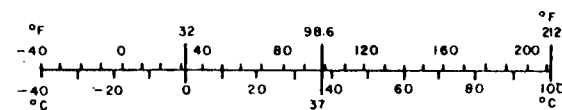
Approximate Conversions to Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
LENGTH				
in	inches	2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
AREA				
in ²	square inches	6.5	square centimeters	cm ²
ft ²	square feet	0.09	square meters	m ²
yd ²	square yards	0.8	square meters	m ²
mi ²	square miles	2.6	square kilometers	km ²
	acres	0.4	hectares	ha
MASS (weight)				
oz	ounces	28	grams	g
lb	pounds	0.45	kilograms	kg
	short tons (2000 lb)	0.9	tonnes	t
VOLUME				
tsp	teaspoons	5	milliliters	ml
Tbsp	tablespoons	15	milliliters	ml
fl oz	fluid ounces	30	milliliters	ml
c	cups	0.24	liters	l
pt	pints	0.47	liters	l
qt	quarts	0.95	liters	l
gal	gallons	3.8	liters	l
ft ³	cubic feet	0.03	cubic meters	m ³
yd ³	cubic yards	0.76	cubic meters	m ³
TEMPERATURE (exact)				
°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C

*1 in. = 2.54 (exactly). For other exact conversions, and more detailed tables, see *SI's New*, Publ. 286, Units of Weights and Measures, Price \$2.25, NIST Catalog No. 1-14-10-286.

Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
LENGTH				
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
m	meters	1.1	yards	yd
km	kilometers	0.6	miles	mi
AREA				
cm ²	square centimeters	0.16	square inches	in ²
m ²	square meters	1.2	square yards	yd ²
km ²	square kilometers	0.4	square miles	mi ²
ha	hectares (10,000 m ²)	2.5	acres	
MASS (weight)				
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	
VOLUME				
ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.26	gallons	gal
m ³	cubic meters	35	cubic feet	ft ³
m ³	cubic meters	1.3	cubic yards	yd ³
TEMPERATURE (exact)				
°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F



SECTION I. PROJECT DIRECTOR'S REPORT

I. Background Information

A. Description of ASAP Community

San Antonio is the third largest city in Texas with a 1974 estimated total population of 767,965. Located within Bexar County, it comprises 86.2 percent of the total population for the county. Ethnic breakdown of the city's population shows the composition to be 51 percent Latin, 8 percent Black, and 41 percent Anglo and other. The number of registered vehicles in the city is estimated to be 450,986. Using available population and registered vehicle figures, the number of licensed drivers in San Antonio was calculated to be over 430,834. The city has 3,034 miles of streets and the annual number of vehicle miles is estimated to be 10,100,000.

The city of San Antonio is the county seat of Bexar County and has a City Council/Manager form of government. As the state's largest military center, the city contains several military reservations. Founded by the Spanish more than 250 years ago, and being the site of the Alamo, San Antonio has many historical sites. The climate is mild, with a low median temperature of 57.8° and a high median temperature of 78.9°. Rainfall averages 28 inches per year, with a median of 258 dry days and 107 wet days. The historical sites and the pleasant climate contribute to the substantial tourism and large retirement population. There is little heavy industry located in the San Antonio area; consequently the median income is only \$3,561 per capita.

The incidence of DWI in San Antonio is high. Determined by the Voluntary Roadside Survey conducted in 1971, 1972, 1973, and 1974, the percentage of drivers who had been drinking on Friday and Saturday nights ranged between 34 and 42 percent; the percentage of drivers who were DWI was 11 to 12 percent. The number of DWI arrests during the year of 1971 was 1130. Then, with the operation of ASAP beginning in 1 January 1972, the number of DWI arrests increased to 5346 in 1972, 5062 in 1973, and 4336 in 1974. These DWI arrest figures for 1972, 1973 and 1974 represent the total number of DWI arrests made by the SAPD Regular Patrol and the ASAP Patrols. DWI cases in Bexar County are tried by the County Courts-at-law. Cases disposed by the courts totaled about 1080 in 1971, 3787 in 1972, 5390 in 1973 and 4212 in 1974. The majority of the DWI charges are filed as misdemeanors, although there is a provision for filing a felony DWI if the defendant had a prior final DWI conviction. Prior to ASAP, no organized DWI rehabilitation existed in San Antonio.

B. Statement of Project Objectives

The primary Objective of the San Antonio ASAP has been: "Through close coordination of all countermeasure actions, to seek the most effective, practical, and economical countermeasures to achieve a substantial reduction in number and severity of traffic accidents caused by drinking drivers, which may be established as a permanent traffic safety program for the City of San Antonio." To aid in the achievement of this goal thirteen countermeasures were established:

1. Project Management

The objective of the Project Management Countermeasure was: "To coordinate all countermeasure activities, provide staff management and administration, and control efficient and productive expenditures of funds to achieve the project objective."

2. Enforcement

a. **Training:** The objective of the Enforcement Training Countermeasure was: "Through extensive training in the severity of drinker driver problems and effective enforcement procedure, to provide additional expertise necessary for a substantial increase in the rate of detection, apprehension, and conviction of drinking drivers."

b. **Selective enforcement:** The objective of the Selective Enforcement Countermeasure was: "Through effective use of trained officers working overtime during periods of high incidence of drinking drivers, to increase the rate of detection, apprehension and conviction of drinking drivers."

3. *Judicial*

a. **Prosecution:** The objective of the Prosecution Countermeasure was: "Through the use of additional Assistant District Attorneys to improve quality and timeliness of the preparation and prosecution of the increased case load for persons charged with driving while intoxicated and driving while license is suspended or revoked."

b. **Court Services:** The objective of the Court Services Countermeasure was: "Through the use of additional court services to improve timeliness of the preparation and adjudication of the increased DWI case load."

(1) **Presentence Investigation:** The objective of the Presentence Investigation Countermeasure was: "Through personal interviews and questionnaires and an examination of arrest and social records of defendants found guilty of DWI, to accurately categorize defendants as either problem drinkers, problem developing drinkers, or social drinkers and to provide the courts with rehabilitation options as a condition of possible probation."

(2) **PSI Control:** The objective of the PSI Control Countermeasure was: "Through intensive individual psychosocial examination of a randomly selected sample of defendants found guilty of DWI, to validate the accuracy of the personal interview and questionnaire as an effective categorization technique."

c. **Probation:** The objective of probation is: "To ensure compliance with the conditions of their probation by those defendants found guilty of DWI and placed on probation."

4. *Rehabilitation*

a. **AIDE School:** The objective of the Alcohol Information and Driver Education School Countermeasure was: "Through group education of court-referred drinking drivers to minimize reoccurrence of alcohol-related driving events."

b. **Alcoholic Treatment Program:** The objective of the Alcoholic Treatment Program was: "To reduce the recidivism rate of court referred problem drinking drivers through the use of coordinated rehabilitation facilities."

c. **Diagnosis and Level II Rehabilitation:** The objective of the Diagnosis and Level II Countermeasure was: "To reduce the DWI recidivism rate of drivers who were developing a drinking problem, and to prevent the regression of problem-developing drinkers into problem drinkers."

5. *Public Information and Education*

a. **Mass Media:** The objective of the Mass Media Countermeasure was: "Through a comprehensive, multi-faceted mass media campaign, to promote and publicize the ASAP while focusing public attention and action to the hazard of the problem drinker driver."

b. **Citizen Involvement:** The objective of the Citizen Involvement Countermeasure was: "Through person to person contact, speeches and other special attention, develop interest and support for ASAP and motivate and activate elected officials, business leaders, clergy, educators, clubs, organizations and other interested citizens."

c. **Driver Education:** The objective of the Driver and Traffic Safety Enrichment Countermeasure was: "To function as a catalyst to expand factual information provided students concerning alcohol and driving in order to assist in the development of good personal philosophy."

II. Executive Summary

A. Synopsis of Areas

1. *Project Management and Evaluation*

The basic functions involved in this countermeasure were: (1) Internal Administration, (2) Countermeasure coordination, and (3) Countermeasure operation. Internal administration is concerned with routine office functions such as fiscal and accounting, correspondence, personnel, planning and logistics. Countermeasure coordination was accomplished under the supervision of the Project Director primarily by the staff attorney. Coordination in San Antonio was establishing and bringing together activities not directly under ASAP project management, in order to insure the smooth flow of arrested DWIs through the judicial and rehabilitative countermeasure areas. Countermeasure operations were confined solely to Public Information and Education which was restricted to a staff specialist assisted by a subcontractor.

Southwest Research Institute had a subcontract to provide total evaluation of all aspects of the project. The scope of their evaluation activities was broadranged: providing management information to the Project Director with respect to all countermeasures; preparing local evaluation studies for the Project Director; preparing studies for the Office of Alcohol Countermeasures, NHTSA; and preparing periodic reports. There were no evaluator staff personnel on the ASAP staff, but the principal evaluator, SwRI, worked closely with the ASAP Director on all matters.

2. *Enforcement*

A total of 430 officers of the San Antonio Police Department participated in 12 hours of classroom training concerning the detection and apprehension of a DWI, plus the attendant ramifications. Forty officers were detective-investigators who were instructed in the operation of the Breathalyzer. Thirty officers were trained as supervisors.

Each night of the week ASAP-trained members of the San Antonio Police Department patrolled the city in specially marked patrol cars for a minimum of five hours. These patrols had as their primary role the duty of detecting and apprehending DWIs. As a secondary function they answered emergency calls until an officer on regular duty relieved them. Once a DWI was apprehended he was taken to the Breathalyzer Room next to the San Antonio Police Station. There the suspect was offered a chance to take the Breathalyzer test. If the suspect had a BAC of .09 percent or less he was allowed to leave. If he refused to take the Breathalyzer test or had a BAC of .10 percent or more he was booked in the county jail and formally charged with the offense of DWI.

3. *Prosecution*

Because of the increased DWI case-load in the three county courts-at-law that handle DWI cases in Bexar County, resulting from the increase in enforcement, ASAP funded three assistant district attorneys as prosecutors and one assistant district attorney as a supervisor. These four assistants were required to handle all DWI cases that were filed in the District Attorney's Office and to help in promoting the use of ASAP rehabilitative programs for those found guilty.

4. *PSI and Court Services*

To further aid the Courts with their increased workload, a DWI Court Coordinator was funded. It was his function to assist in writing reports, to provide the judges with personal data and rehabilitation recommendations from the Pre-Sentence Investigation Office, and to help distribute the work load.

Once a suspect was found guilty of DWI he was sent to ASAP's Pre-Sentence Investigation. The defendant was given the Mortimer-Filkins questionnaire, an in-depth personal interview, and a background investigation. Upon review of all this information, a decision was reached by the ASAP psychometrist, psychologist, and psychiatrist as to the proper treatment required by the defendant. This information was then sent to the judge so that he could produce an appropriate sentence.

5. *PSI Control*

The Mortimer-Filkins Evaluation, using both the self-administered questionnaire and the interview, was the primary technique used for the drinker categorization of individuals processed through PSI. In order to validate this technique there was also conducted, by trained medical personnel from the University of Texas Medical School at San Antonio, indepth psychosocial evaluations of a random sample of individuals referred to PSI by the courts. The only elements common to both the PSI and PSIC personnel were the BAC levels at time of arrest and the record of prior arrests of the individual being diagnosed. Analysis of the drinker classifications determined by PSI and PSIC validated the accuracy of the Mortimer-Filkins Evaluation technique.

6. *Probation*

Probation was not supported by ASAP funds, nor was there any influence or control by ASAP. Probation is a part of the ASAP system as it is a part of the county judicial system. ASAP works through the probation office in all matters relating to DWI Presentence Investigation and compliance with conditions of probation wherein AIDE or ATP is indicated.

7. *Alcohol Information and Driver Education School*

The ASAP, through a subcontract with the Greater San Antonio Safety Council, operated a four-session, ten hour AIDE school. The classes were two and one-half hours long and were held once per week for four consecutive weeks. The size of each class ranged from 25 to 50 persons with an average of about 30. The criteria for assignment were a DWI conviction, a written request for probation by the convicted person and the discretion of the court. The AIDE school was designed for rehabilitation of the social drinker. The referral system included those directed by the County District Attorney to attend the classes. The course topics included the seriousness of the drinking driver problem, the effects of alcohol on the body and driving skills, ways to recognize an alcohol problem, where to find help, and the consequence of continued drinking and driving. The class orientation was didactic with alcohol education material presented, and group discussions about social-emotional situations presented by film and tape. The AIDE school was funded by ASAP, but a \$12 tuition was charged to help defray cost. However, the payment of fee was not pressed if the client was indigent.

8. *Alcoholic Treatment Program*

The ASAP and/or the courts refer the most serious problem drinkers to the ATP facility. The ATP is an NIAAA supported facility operated under the management of the Bexar County (Texas) Mental Health and Mental Retardation Center. This (MH&MR) outpatient facility offers three treatment modalities: group therapy, individual therapy, and chemotherapy. Two or more treatment modalities are usually used in combination. The basic objective of the ATP is to instill in the client the awareness that everyone has a need for a reason to control his drinking. Through a subcontract arrangement with MH&MR, ASAP can refer clients to the treatment facility at no cost to ASAP. The only cost to ASAP under this subcontract was a charge for data control and reporting within the Alcoholic Treatment Center.

9. *Diagnosis and Level II*

The Diagnosis phase of this countermeasure consisted primarily of the in-depth psychosocial evaluation provided by the ASAP psychiatrists who operated under a subcontract with the

University of Texas Medical School. The psychosocial evaluation typically consisted of a general psychiatric examination, further specific psychiatric testing as needed, consultation, problem drinker classifications, and recommended educational, rehabilitation, and/or therapeutic procedures.

Another phase of this countermeasure was the activity of a social worker, also under the UTMS subcontract. The social worker visited the homes of some of the problem drinkers undergoing rehabilitation and helped their families to deal with the drinker's problem.

The Level II group therapy program began functioning in late 1973. Each group of clients was to meet for 12 consecutive weeks in 1-1/2-hour sessions. Level II group therapy was only offered to those problem-developing drinkers on probation whom the psychosocial evaluation suggested would really benefit from preventative therapy before they became confirmed problem drinkers.

10. Public Information and Education

The Mass Media Countermeasure was designed to inform the public of the drunk-driving problem and to promote ASAP. This was done through the preparation, production, and distribution of radio and television public service announcements, development and distribution of press releases to news media when events indicate, and arranging staff appearances on radio and T.V. interview programs. Locally produced materials have been used, as well as adaptations on materials from National Highway Traffic Safety Administration and other ASAP's.

The Citizen Involvement Countermeasure was more multifaceted than any of the other PIE activities, but basically the Countermeasure involved a person-to-person approach. Citizen Involvement included stimulating, scheduling and conducting speaking engagements before civic groups, writing, editing, publishing and distributing a quarterly newsletter, periodic pamphlets, and posters. This countermeasure also involved staging intoximeter demonstrations and other displays throughout the community.

Driver and Traffic Safety Education involved working directly with administrators, teachers and students to enrich the schools' curriculum in the area of driver education and health and safety. Educational materials were provided to individual students and teachers as well as to large groups of students. Contacts were also made at the state level with representatives of the Texas Education Agency.

B. Fiscal Review

An examination of the San Antonio ASAP's fiscal situation at the end of the initial contract period and at the close of calendar year 1974 is provided in detail in Appendix H tables. A review of the overall fiscal activity dictates an explanation of certain pertinent points.

A major budget revision was accomplished in May 1974. This revision was part of a bare bones plan whereby the San Antonio ASAP was seeking to extend the life of the project beyond its termination date, December 31, 1974, to July 31, 1975. The revised budget called for an underrun of \$102,000, primarily from enforcement and PIE. In addition, it called for an increase of \$76,000 in 403 funds of which \$58,000 was earmarked for report preparation and \$18,000 for operational costs during the seven month extension.

NHTSA asked for and accepted a proposal from the San Antonio ASAP for a two year extension. The budget included in the proposal recommended the underrun and additional 403 funds other than report costs be planned into the two year operational costs. Underrun and 403 funds are those discussed in the paragraph above.

In December, 1974 as a result of an onsite visit of NHTSA officials, a budget for two year extension plus 6 months for preparation of fiscal reports was approved. This called for \$998,583 of new 403 funds and \$231,455 County and City funds.

Summarizing the above, the funding picture disclosed a close out underrun of \$183,680 (includes \$76,000 – 403 funds) on December 31, 1974.

C. Catalytic Effort

A review of the catalytic effort for 1974 and the past three years reveals, among the many previously discussed, the most important to be the agreement of the City and County to provide cash funds for an extension of the Project. Closely related is the agreement on the part of four of the newly elected County Court-at-law Judges to fully utilize ASAP evaluation and rehabilitation options; the fifth Judge agreed to utilize ASAP rehabilitation options.

III. Countermeasure Report

A. Project Management

1. Description

Project Management from a fiscal standpoint includes the problem drinker evaluation center, plus public information and education; however, from the standpoint of a functional countermeasure consideration, they are separate from project management. Thus an appropriate description of project management must exclude the problem drinker evaluation center and public information and education.

The management staff has changed substantially during the operational period. Initially, personnel requirements amounted to an educated guess which experience was certain to modify. A position definitely not required is any form of a countermeasure coordinator. A slight exception has been the use of an Attorney for enforcement and judicial liaison in addition to his internal staff functions, contracts and fiscal, and the use of the Public Information and Education Specialist to occasionally check AIDE Operations. There is no need for a project coordinator to act as deputy to the project director. All of the foregoing, of course, has been the result of a coordinated system which by virtue of its organization, functions smoothly. Therefore, the ASAP management staff during the latter phases of the three year evolutionary period consisted of a Project Director, Attorney, Administrative Assistant and Secretary.

Personnel, finance, contractual, and purchasing functions are built into the City organization and provide their services to ASAP.

2. Significant Progress

Aside from the development of a small but efficient management staff as explained in paragraph 1, above, the most significant progress to management and possibly to the project is the development of the ASAP system. It has been possible to bring together enforcement, judicial, problem drinker evaluation, public information and education and rehabilitation into a unified coordinated operation striving toward a single objective. Each countermeasure has a representative who works with the management staff on a daily basis. This tends to eliminate functional disputes and presents the application of Parkinson's Law so prevalent in government bureaucracies where any additional function provides a basis for staff expansion.

3. Future Plans

The management program for the next two years will be substantially that which existed on 31 December, 1974. The staff will consist of a Project Director, Attorney, Public Information and Education Specialist, Administrative Assistant, Secretary, plus personnel staffing the Problem Evaluation Center (One Evaluation Specialist, four Assistant Evaluation Specialists, one Secretary and two typists). No other changes are contemplated.

4. Fiscal Review

Total expenditures charged to management through 1974 amounted to \$421,694. This amount included costs for public information and education, less the sub-contract costs, and the problem drinker evaluation center. This is \$2,871 less than an anticipated \$424,565 according to the May 1974 budget. Salary expenditures were \$2,515 more than anticipated, however this deficit was erased by a \$4,137 underrun in material. These were the only significant differences in planned and actual expenditures under Project Management.

Among the contracts there were underruns in the District Attorney's budget of \$2,930; in the courts of \$100; and Texas Safety Association of \$1,523. There was an overrun of \$691.00 in the AIDE School.

In the area of enforcement there was an underrun of \$818.00 overall. It should be noted that the May 1974 budget called for a deliberate underrun of \$102,000, most of which was in the enforcement area (approximately \$80,000).

The above figures were computed shortly after the first of the year based on available information at that time. There may be small changes, less than \$100., when all figures are in at the close of the first quarter.

B. Enforcement Countermeasure

1. Description

The San Antonio Police Department and the ASAP Management entered into a letter of agreement promising to cooperate fully with the project. Police officers volunteered for the program and were screened by administrative police personnel. The officers were fully trained in all aspects of the law enforcement roles that they would assume. The necessary equipment was selected, ordered, and installed. A special force of police, who volunteer to work overtime, has been operating under the administrative direction of the Accident Prevention Bureau of Traffic Division, San Antonio Police Department since January 1, 1972. This group consisted of over three hundred police officers, primarily from Patrol Division and Traffic Division. The training and attitudes toward DWI that ASAP developed have effected these officers not only while they were working for ASAP, but also during their regular course of duties, plus influencing the entire police department and its attitudes towards DWI. Another collateral advantage of this type of organization was a decrease of necessary court appearances for the police.

All officers who desired to work overtime for ASAP attended specialized training concerning DWI. The curriculum covered defining the basic problem of DWI and discussing the effects of alcohol upon the human body, statutory laws and judicial interpretations, identification of the DWI offender, methods of apprehending the DWI offender, chemical tests for intoxication, courtroom behavior, report writing, and police attitudes toward the DWI offender. Detective-investigators were given training in the operation of the Model 900 Breathalyzer.

2. Table of Key Performance Measures

<u>MEASURE</u>		<u>1972</u>	<u>1973</u>	<u>1974</u>
Regular Patrol DWI	Actual	1991	1773	1763
	Estimated	1500	2000	2200
	% A/E	133	89	80
ASAP Patrol DWI	Actual	3355	3289	2573
	Estimated	1500	4000	2900
	% A/E	224	82	89
ASAP Patrol Hrs./DWI		10.0	9.4	8.6
Average Process Time	Actual	69.0	67.2	92
	Estimated	N/A	N/A	105
	% A/E	N/A	N/A	N/A
ASAP Non-DWI Citations	Actual	14337	14511	11108
	Estimated	N/A	N/A	11600
	% A/E	N/A	N/A	96

3. Significant Progress

a. 1972 Highlights of Activity

During 1972 the results of the ASAP patrol exceeded expectations. DWI arrests by police officers *not* on the ASAP patrol were well over what had been expected. The ASAP patrol made 3,355 DWI arrests in addition to 1,991 DWI arrests by the regular duty officers, for a total of 5,346 DWI arrests during 1972. This was an increase of 475% over the 1,130 DWI arrests in 1971, a remarkable feat that showed what effects supplemental training and incentives can have on a metropolitan police force. A more subtle highlight of 1972 was the fact that there was a 36.3 percent increase in DWI arrests by the smaller police departments in Bexar County. This increase probably reflected the increased interest in DWI arrests by the San Antonio Police Department and the greater availability of Breathalyzer testing, both engendered by ASAP.

b. 1973 Highlights of Activity

Automotive down-time began to be a serious problem in 1973. As a result five new patrol cars were added to the ASAP fleet to provide an adequate remount supply. During the year the City Council of San Antonio authorized two pay raises to the police department causing ASAP to cut back its patrol by 540 hours in order to remain reasonably within its budget. This seriously reduced the number of arrests estimated as did an experimental "saturation patrol." The "saturation patrol" was an idea to see what the results would be if certain areas that had historically high numbers of DWI arrests were intensively patrolled by police on ASAP duty. This experiment was closely monitored by ASAP and after evaluation, was adjudged to be worthy of further study in 1974. One problem did arise in 1973 that to date, has continued to plague the ASAP patrol. The Chief of Police established a new policy that prohibits police officers from driving the vehicles of an arrested individual to the police pound, requiring that such vehicles be either turned over to a responsible relative of the arrestee or towed to the pound by wreckers. Wrecker service was found to be inadequate to cope with this new policy as response time has been up to two hours.

c. 1974 Highlights of Activity

1974 was another year of innovation for the ASAP patrol. Beginning April 1, 1974 the patrol adopted a policy of one police officer per patrol vehicle. Consequently the average number of patrol man-hours per DWI decreased by about 3 hours, plus reducing the cost of the patrol. To insure adequate protection of the lone patrol officer, protective metal and plexiglass screens were installed behind the front seat of all patrol cars. On August 1, 1974 the ASAP patrol initiated another "saturation patrol" experiment for more comprehensive evaluation. Also, wrecker service began to improve in August when a new company was given the city's towing contract.

4. Program Impediments as of December 31, 1974

a. Explanation

The original 1972 Ford Police Sedans purchased at the outset of enforcement operations have deteriorated to the point that pursuit in these vehicles is unsafe and a danger to operate. It is not unusual for officers to be involved in high-speed chases during their tour of duty. A three-year-old vehicle with sixty (60) to seventy (70) thousand miles of city driving does not provide conditions conducive to such speeds. The vehicles have been kept in the best mechanical condition possible under the circumstances.

Breathalyzer testing is being done in a room adjacent to the auto impounding office which is time-saving and assists in the processing of DWI suspects; however, conditions in this testing location are such that too many suspects and police officers are mingled together, allowing opportunity for unruly persons to cause problems. Fortunately, no officers or prisoners have been seriously injured.

Also, in relation to breath testing, the Model 900 Breathalyzers being used are in need of replacement. An unusual number of malfunctions have occurred in the recent past which indicate that if testing is to remain at a high level, action should be taken to correct the situation.

At the conclusion of the three-year enforcement program, experience has shown that some of the officers have lost some of the original high interest in the detection and apprehension of DWIs and other offenders. These officers have been taken out of the overtime work force, lessening the number of available personnel to be assigned. This shortage, although not critical, is placing pressure in the form of more assignments for those officers still operational.

Looking forward to the continuation of ASAP enforcement activities, a change in departmental communication equipment presents a problem. All regular operation VHF radio equipment is being replaced by UHF units which will render the VHF radios now installed in ASAP vehicles useless for patrol purposes.

b. Response/Solutions

The following solutions are all contingent upon federal funding for continuance of enforcement:

Correction of automotive difficulties will be accomplished by the purchase of seventeen (17) new vehicles, ten (10) of which will replace the 1972 models on hand. The other seven (7) will be added to the ASAP fleet of vehicles. These seventeen (17) cars, along with three (3) 1973 Ramblers and two (2) 1974 Ramblers will allow for a total of a twenty-two (22) police sedan fleet and one (1) van.

The suggestion is made that a plan be made to remodel and enlarge the breath-testing facility to include placement of additional desks, tables, chairs, plus security devices, to insure safer operations at the location.

Recommend purchase of five (5) New Model 900 A Breathalyzers and five (5) new simulators compatible with this model.

A number of additional officers who have not previously been assigned to ASAP should be indoctrinated into the program giving new life to the enforcement effort.

Twenty-two (22) of the new UHF radios should be purchased for installation in the ASAP fleet at the time of changeover to the UHF communications system.

C. Judicial Countermeasure

1. Description

a. Prosecution

The Misdemeanor Section of the Bexar County Criminal District Attorney's Office is responsible for prosecuting all misdemeanor DWI cases filed by the San Antonio Police Department. (Felony DWIs are handled by the Felony Section after being screened by the Misdemeanor Section.) Two prosecutors are assigned to each County Court-at-Law. During 1972, 1973, and 1974 ASAP funded three of the six prosecutors, and paid one-half of the salary of a supervising prosecutor. Each case is reviewed by an assistant District Attorney and then filed in one of the County Courts-at-law. Once the case is filed a letter is sent to the defendant requesting an early termination of the charge. If a plea of guilty or nolo contendere is not forthcoming as a result of this letter the case is set for trial and prosecuted in much the same manner as is standard throughout the United States. Generally about 13 percent of the cases filed are rejected or dismissed by the judge; 8 percent of the defendants receive a final conviction of DWI and serve

jail time, 52 percent of the defendants are given probation; and 27 percent are convicted of the reduced charge of "Public Intoxication." These figures will change in the future because of new judges and prosecutors that will assume their positions in 1975.

b. Pre-Sentence Investigation and Court Services

The Pre-Sentence Investigation Countermeasure has been a function of the ASAP psychometrist plus a psychologist and psychiatrist from the University of Texas Medical School. These individuals use a questionnaire, containing 58 interrogatories, a fifteen-plus minute interview, the defendants RAP sheet, and arrest data to determine whether a convicted defendant is a social drinker, problem-developing drinker, or problem drinker. Once a defendant is categorized, the evaluator makes a recommendation to the Judge stating the defendant's category, pertinent background information, and suggested rehabilitation recommendations.

The Court Services Countermeasure has consisted of a single court-coordinator who assisted ASAP and the County Court-at-law judges in the orderly processing of DWI cases. Such services have been found to be so helpful that the County will hire one Court Coordinator for each County Court in 1975.

c. Probation

The Bexar County Adult Probation Office monitors the activities of all probationers in Bexar County. Each County Court-at-Law has one probation officer to handle that Court's probationers. Generally each officer has over three hundred probationers reporting to him each month. As much as is possible, all PSI reports generated by ASAP are forwarded to the cognizant Judge via the Probation Office. ASAP also has attempted to work as liaison between the Probation Office and all DWI rehabilitation modalities.

2. Table of Key Performance Measures

MEASURE		1972	1973	1974
Rejected/	#	449	677	756
Dismissed	%	11.9	12.6	18.0
Final Conviction	#	384	410	346
DWI	%	10.1	7.7	8.2
DWI Probation	#	2260	2899	1777
	%	59.7	53.9	42.2
Convicted	#	694	1398	1333
Reduced	%			
Charge		18.3	26.0	31.6
# PSI		759	995	850
Problem	#	354	628	539
Drinkers	%	46.6	63.1	63.4
Non-Problem	#	405	367	311
Drinkers	%	53.4	36.9	36.6
PSI/Probation		33.6	34.4	47.8
Alco-Learn to AIDE		N/A	263	831
Alco-Learn/				
Reduced		N/A	N/A	62.3
Charge				

3. Significant Progress

a. Highlights of 1972 Activity

As was expected, there was a formidable increase in DWI adjudications in 1972. Indeed the County Court system was deluged with cases but performed reasonably well. Dispositions increased 212 percent from 950 San Antonio Police Department DWI cases in 1971 to 2,967 in 1972. DWI convictions increased 225 percent from 684 in 1971 to 2,224 in 1972. The dismissal rate decreased from 14.2 percent in 1971 to 9.9 percent in 1972. The conviction rate increased from 72.0 percent to 75 percent. However, the DWI case backlog increased drastically, from 426 at the end of 1971 to 2,390 at the end of 1972.

County Court No. 1, after a belated start, was by the 4th quarter referring over 3/4 of its probationers to PSI. County Court No. 2 started well in using PSI but declined in usage as the year progressed. County Court No. 3, with an abysmal 5.8 percent PSI referral rate displayed an almost complete lack of interest in the PSI service, apparently considering it to have minimal utility for that court.

b. Highlights of 1973 Activity

The tremendous increase in the scope of operations of the judicial countermeasures activity area in 1973 is readily apparent when the key performance measures are compared to those of calendar year of 1972. A total of 5,390 DWI cases were handled by the three county courts in 1973, compared to 3,787 in 1972. This was an increase of 42 percent in total case loads. In 1973 there were 26 more final convictions for DWI, 639 more DWI probations, and 704 more convictions for Drunk in Public than there were in 1972. One new procedure that greatly helped the courts and prosecutors in handling this substantial case load was the institution of the Alco-Learn to AIDE procedure. A total of 263 persons whose BAC was 0.14 percent or less and had no more than one prior alcohol-related conviction on record were scheduled to attend AIDE by the District Attorney's office in return for the opportunity to plead guilty to the reduced charge of "Drunk in a Public Place." There was also an increase of 31 percent or 236 persons who were given in-depths PSI examinations in 1973 over 1972. A very successful judicial seminar attended by the county court judges, prosecutors, and ASAP staff produced most favorable results in the increased support, understanding, and appreciation of ASAP's mission and goals.

c. Highlights of 1974 Activity

1974 saw the beginning of many changes for the Judicial Countermeasure, all of which would begin to see fruition in 1975. Two new County Courts-at-law had been created by the last legislature making a total of five courts handling misdemeanor DWI cases from San Antonio. These new courts were scheduled to begin operation on 1 January 1975, with new judges presiding. These new judges plus three other new judges who defeated the two incumbents who had not actively participated with ASAP (The one County Court-at-law Judge who worked with ASAP was elevated to the District Court bench) gave ASAP the prospect of complete judicial cooperation in 1975-1976. To assist in this effort ASAP sponsored one briefing at Southwest Research Institute and a Judicial Seminar, plus numerous personal visits. As a result, although the cooperation of the judiciary in 1974 left something to be desired, ASAP felt assured of good cooperation in 1975. Another item of interest in this area was the beginning of more prosecutions for felony DWI, a very rare occurrence in the past. In the Spring of 1974 the ASAP Project Director and Attorney, plus representatives from the District Attorney's office, the Courts, and other involved governmental entities became members of the City of San Antonio Public Official Traffic Safety Coordinating Committee, which was formed to deal with pending legislation, local safety problems, and the development of a comprehensive five year traffic safety plan for the City. Finally, worthy of note is the fact that preparations were begun in 1974 for the hiring of a court-coordinator for each County Court-at-law and for the use of computers in court operations, both having the purpose of cutting down on case back-logs in the Courts.

4. Program Impediments as of December 31, 1974

a. Explanation

The major impediment at the end of the first three years of ASAP operation as far as the Judicial Countermeasure was concerned was the lack of interested, active participation in the program by all of the Judges of the Bexar County Courts-at-law.

b. Response/Solutions

Effective 1 January 1975 there were five new County Courts-at-law Judges. All of these individuals have been fully briefed by ASAP and have committed themselves to work as closely with the project as they can.

D. Rehabilitation

1. Description

a. Alcohol Information Driver Education (AIDE) School

The AIDE School has been a ten-hour, four-session course of instruction which uses classroom space at Our Lady of the Lake College in San Antonio. The school meets on week nights and on Saturdays so as to not interfere with the students' work schedules. Each class meets once a week for four weeks.

The method of instruction relies on individual response in a group setting, thus the curriculum is structured for interaction between the students and the instructor. The objective of this curriculum is to educate social drinkers arrested for DWI toward an attitudinal change, modification of their behavior, and personal preventive planning, in order to minimize their chances of driving while intoxicated.

Students are referred to the AIDE School for enrollment by either the District Attorney's Office or the Judges of the County Courts-at-law.

b. Alcoholic Treatment Program (ATP)

The ATP serves as a coordinator for a broad comprehensive group of existing agencies in Bexar County.

If ATP is recommended as a condition of probation in response to the defendant's drinking problem, the court will assign, if probation is granted, the offender to the ATP as a condition of probation. Responsibility for compliance with probation conditions is in the Probation Office, and reports of admission and treatment will be made by ATP to the Probation Office and ASAP. When the probationer reports to ATP a Case History Profile, including personal history data, and diagnostic impressions is established or brought up to date using the ASAP problem drinker evaluation, as necessary. A decision is made and the probationer informed relative to tentative treatment, course of action, and facility to be used. The ATP maintains a continuous record of services to each individual. Patient services include detoxification, chemotherapy (Antabuse), in-patient care, out-patient care, group therapy, individual counseling, family, marital, and vocational counseling, and alcohol education.

3. Significant Progress

a. 1972 Highlights of Activity

AIDE School

During the first quarter of 1972, a contract between the City of San Antonio and the Greater San Antonio Safety Council was finalized relative to operation of the Alcohol Information and

2. *Table of Key Performance Measures*

MEASURE		1972	1973	1974
AIDE				
# Classes Started	Actual	21	49	68
	Estimated	N/A	48	42
	% A/E	N/A	102	162
# Classes Completed	Actual	20	50	68
	Estimated	N/A	48	42
	% A/E	N/A	104	162
# Graduated	Actual	450	1227	1480
	Estimated	N/A	984	1045
	% A/E	N/A	125	142
# New Enrollees	Actual	616	1425	1699
	Estimated	N/A	1200	1200
	% A/E	N/A	119	142
% Graduated from original Class	Actual	55%	63%	64%
	Estimated	N/A	60%	67%
	% A/E	N/A	105%	96%
# New Enrollees	Actual	81	185	154
	Estimated	N/A	160	140
	% A/E	N/A	110	110
# Current Enrollment	Actual	78	172	174
	Estimated	N/A	195	150
	% A/E	N/A	88	116
Level II Group Therapy				
# New Enrollees	Actual	N/A	18	4
	Estimated		20	60
	% A/E		90	7
# Cumulative Enrollees	Actual		18	23
	Estimated	N/A	20	80
	% A/E		90	29
PMT				
# New Enrollees	Actual			12
	Estimated	N/A	N/A	45
	% A/E			27
# Cumulative Enrollees	Actual			12
	Estimated	N/A	N/A	45
	% A/E			27

Education School, originally called the Behavior Modification School. This contract was reviewed and approved by the San Antonio City Council on April 6, 1972, and was forwarded at that time to the Department of Transportation for its review and approval.

Classroom space was acquired within the San Antonio Police Department Headquarters facility. Instructors were recruited and trained, and films were received for use as visual aids to supplement classroom instruction. The school curriculum was revised to comply with suggestions made by the Office of Alcohol Countermeasures, NHTSA. The first class of students began the AIDE course on April 24, 1972.

Dr. Les Moore, NHTSA, visited the San Antonio Alcohol Safety Action Project site in late June, with Mr. Noble Dutton of the Regional Office. They attended AIDE sessions and talked with

the instructors and staff members. They also visited one of the Breathalyzer vans and watched the interviewing and breath testing of a DWI suspect. Mr. Dutton was shown parts of several units of the multimedia material at Randolph Air Force Base. Houston and CenTex ASAP's sent representatives to observe AIDE classes and to discuss the role of classroom training in the total ASAP picture. A final highlight during the second quarter of 1972 was a video taping of the AIDE class session held on June 6, 1972. Later in the month, it was shown to a meeting of the three County Court Judges for their review and discussion.

Referrals to the school increased during the last quarter and by the end of the year, a total of 589 probationers had been enrolled in the 20 completed classes, and another 156 had been assigned to classes scheduled for completion in 1973. This level was achieved during only eight months of operation of the school during the initial year.

ATP

During the first quarter a contract drawn between the City of San Antonio and the Bexar County Mental Health and Mental Retardation Center was approved by the National Highway and Traffic Safety Administration. Personnel within the alcohol treatment area of the Mental Health and Mental Retardation Center received an orientation as to the goals of the ASAP rehabilitation countermeasure and their respective roles in handling DWI referrals from the courts. Recommendations to the courts from the Pre-Sentence Investigation Office for referral of probationers to the Alcoholic Treatment Program began in late February 1972.

During the second quarter convicted DWI's who were diagnosed as either a problem drinker or one approaching a problem, began reporting to the Alcoholic Treatment Program (ATP) for initial interviews and processing. ATP counselors, upon completion of the processing, directed these court-referred patients to appropriate diagnosis or treatment facilities. Most of them were originally organized into groups of 10 to 12 that met once a week at their closest neighborhood center. At the same time, other patients were undergoing group therapy and a few were seen weekly at individual counseling sessions.

Data flow from ATP was originally at an unacceptable level, from slow to non-existent. This was mainly due to the lack of a data specialist to process and disseminate data. However, during the first week of July 1972, a data specialist was hired. This considerably improved the collection process of data on probationers receiving rehabilitation services at ATP. The later revision of data forms further expedited the flow of data among ATP, the probation office, and the ASAP evaluator. ATP counselors indicated a high level of cooperation among early participants. Only three participants required termination for non-compliance, another was discharged for medical reasons. Through December 31, 1972, a total of 79 court-referred cases had been enrolled in the treatment program.

b. 1973 Highlights of Activity

AIDE School

During the first quarter of 1973, the average number of AIDE school classes increased with the addition of Saturday morning classes. As the quarter progressed, it became desirable to provide information and education literature in both the Spanish and English languages. This provision was considered to be a big advantage to the student with a comparatively small English vocabulary.

While the enrollment in the AIDE school was somewhat less during the second quarter 1973 than the previous quarter, there was a decided improvement in the percentage of students/probationers completing the course of instruction during their initial class assignment. This applied equally to the percentage of course completions by makeup students. The significance of increased completions was also reflected in the increase in tuition payments. Enrollment in the school and completion by the students had been accomplished through coordination with the County Courts and the students themselves.

During the third quarter it became necessary to make new arrangements for location of the AIDE school. These arrangements were most ideal in that the school now operates at Our Lady of the Lake College, Worden School of Social Services. The college staff, faculty, and ASAP staff expressed enthusiasm over being able to take advantage of this opportunity. The AIDE school program has been greatly enhanced since it has been relocated.

The Alco-Learn Program was begun late in the year. Under this procedure, DWI arrestees whose BAC was less than 0.15 percent and who had a maximum of one prior alcohol-related offense were permitted to attend and complete AIDE school as the condition of having their DWI charge reduced to the charge of Drunk in a Public Place. If the arrestee failed to meet the established criteria for entry into the Alco-Learn Program, the DA's office could still refer him to the PSI Office for examination. Then if PSI recommended AIDE as appropriate treatment, he could be referred there as an Alco-Learn client.

While there was no measurable increase in AIDE school performance for the final quarter in 1973, it is significant that there was no decrease in the number of classes started. An expected drop in the AIDE school classes, due to court vacations and holidays, did not materialize because of the tremendous results achieved through promotion of the Alco-Learn Program by the office of the Bexar County District Attorney. The reports for 4th quarter 1973 reveal that 163 violators were scheduled for AIDE school enrollment via Alco-Learn. The enrollees in the AIDE school for 1973 totaled 1,425 which is a 57 percent increase over 1972 (616). All of these enrollees were included in the total of 49 classes for 1973 which represents more than a doubling of 1972 classes (21).

ATP

Close coordination between ATP and ASAP remained firm. One major area of progress in ATP was utilizing the psychiatric evaluation from the PSI office. The Alcoholic Treatment Program submits a list of court-referred cases to the ASAP Rehabilitation Coordinator who, in turn, sends copies of the corresponding psychiatric evaluations to ATP. It was decided that these evaluations help the ATP counselors to more readily identify and focus on the source of his clients' problems. Additionally, the wealth of background and administrative data attached to these reports, provide an immeasurable contribution to enhancement of the rehabilitation process. There was a significant lack of driver safety counseling being provided by the ATP counselor. The Director of the ATP instructed the counselor to put more stress on the subject of driver safety during their counseling sessions with the probationers/clients.

ATP clients who started their treatment during the second quarter of 1972 began completing their prescribed treatment during the second quarter of 1973. Efforts were initiated to introduce an Antabuse treatment program within the ATP. The director of the Alcoholic Treatment Program agreed to this idea based on recommendations from ASAP. According to ASAP medical advisors, Antabuse is essential to a complete Alcoholic Treatment Program and ATP's agreement should make for a more comprehensive rehabilitation effort.

During the third quarter of 1973, new procedures were developed with respect to programming flexible treatment modalities for problem drinkers referred to ATP. The average DWI client who entered the ATP was on probation for six months to one year. Within that period a time-limited treatment module consisting of an eight-week intense treatment was created for the probationer, as opposed to arbitrarily keeping him under ATP's supervision the entire time of his probation. At the end of this eight-week period, an evaluation was made to determine if the application of that module was of any value to the probationer. In the event the evaluation revealed that the treatment module was not effective, or poor, the treatment was discontinued and the probation officer apprised of the client's "completion" of his ATP treatment. If the evaluation reveals position results, the client is given the option of accepting the program completion or electing to avail himself of additional eight-week treatment modules which might be considered relevant to his case, i.e., marriage counseling, Antabuse, etc. Under this provision, the number of eight-week treatment modules is only limited to the option of the probationer and/or the probation by the judge.

These eight-week treatment modules increased the client flow through the ATP system. During 1973, 185 new enrollees attended ATP treatment.

Level II Rehabilitation

On November 1, 1973, the experimental Level II Rehabilitation program was initiated. The target group for Level II effort is DWI offenders who are considered to be "borderline" problem drinkers as determined by ASAP PSI examination. The method of rehabilitation is psychologically oriented group therapy. The Level II Rehabilitation program was designed to provide counselling for those DWI probationers who deserve more specialized attention than those being referred to the AIDE school and less special attention than those being referred to the Alcoholic Treatment Program. By the end of 1973, 18 clients had entered Level II Rehabilitation.

c. 1974 Highlights of Activity

AIDE School

The AIDE school curriculum was modified during the first quarter to delete the use of the Pre-Test/Post-Test and the Critique that was completed by graduating students. It was felt that the system has been validated and that the tests were no longer required.

During the third quarter, AIDE school also had its curriculum revised. The curriculum still allows for ten hours of classroom work, but the material is presented differently. The new curriculum presented four main points to the students:

- (1) What alcohol does to most people
- (2) What alcohol does to you as an individual
- (3) What alcohol does to you as a driver
- (4) What steps you can take to prevent driving while impaired or legally intoxicated from drinking alcohol

The new goals of the AIDE school are:

- (1) Attitude change with respect to drinking and driving
- (2) Behavior Modification aimed at drinking and driving
- (3) Personal planning to avoid drinking and driving

The Alco-Learn program was used extensively during the year contributing to the high level of AIDE throughput performance. A total of 795 probationers entered AIDE through Alco-Learn, making the total number of new AIDE enrollees 1699 in 1974.

ATP

Enrollment to ATP decreased considerably during the second quarter, but increased to previous levels again by the third quarter. During the third quarter, ATP converted to eight-week treatment modules. The eight-week modules allow the client and counselor to create a program for additional rehabilitation for the client if more than eight weeks is needed. This eight-week cut-off period also allows ATP to handle more people and still be of benefit to the client. By the end of 1974, ATP had enrolled 154 new clients.

Power Motivation Training (PMT) was shifting from a Level II activity to an ATP rehabilitation modality. Plans were made to send three counselors from ATP to a PMT training session to be held in New Orleans during the fourth quarter. This allows ATP a new rehabilitation option to utilize.

4. Program Impediments as of December 31, 1974

a. Explanation

Program impediments as of December 31, 1974 for the incoming year primarily center around an expected increase in court referrals for Pre-Sentence Investigations. The five incoming county court judges have expressed their support of the program and have indicated full cooperation. This increase in PSI referrals will very likely be more than the present psychometrist can handle and will definitely require that additional testing personnel be hired. The increase in referrals will create additional clerical responsibilities and duties, more than one secretary and one clerk can handle.

It is also expected that there will be an increase in AIDE school and Alcoholic Treatment Program referrals easily surpassing the number of clients each agency can adequately handle.

b. Response/Solutions

In light of the above mentioned considerations, it is recommended that three additional testing personnel be hired to handle the increase in PSI referrals. It is also recommended that an additional clerk typist be hired to assist with the scheduling of clients, typing and filing of reports.

Since the AIDE school will be receiving more referrals, it is recommended that the Greater San Antonio Safety Council conduct more classes, perhaps some concurrently, and possibly hire one or two additional instructors. The Alcoholic Treatment Program should also be encouraged to hire additional counselors/therapists and ASAP will begin to utilize other community alcohol rehabilitation programs to ease the case load of the Alcoholic Treatment Program.

No other major program impediments are foreseen at this time.

E. Public Information and Education

1. Description

a. Mass Media

The purpose of mass media activity was to develop and disseminate a continuous flow of a wide variety of informative items about the project through the media to the public. These items would be selected to have a beneficial effect on the objectives of the project. The principal target group of the mass media activity was the general public with some emphasis on lower income and ethnic groups. The goals of the mass media materials as outlined in the detailed plan were to: (1) develop and maintain an information level and personal attitude of individuals which will stimulate their personal behavior toward objectives of the project; (2) create a basis for support by establishing and increasing both individual and general understanding and approval of the project and its activities; and (3) establish a publicity basis and secure public approval to encourage and influence officials and others whose cooperation was necessary to the project's success.

These goals were to be accomplished by making use of the three daily newspapers, twenty weekly newspapers, other publications including house organs, five television stations and twenty radio stations. The project staff instituted early, and continued throughout the years of the project, to develop and maintain personal contact with representatives of the media. Attempts were continually being made to provide cooperation and assistance to the media. The mass media plan included making local use of Grey Advertising material produced on the national level. Television and radio public service spots also were produced by Texas Safety Association, as well as general news being released to the media.

b. Citizen Involvement

The Public Information and Education Specialist's responsibility was to establish and maintain rapport with leading citizens, public officials, civic clubs, organizations, individuals, and others who could support ASAP. The Public Information and Education Specialist, Director, and Project Coordinator made appearances, interviews, talks, etc., in support of ASAP. They lend assistance to and encourage assistance from clubs and organizations for promotional activities.

The Texas Safety Association subcontract contained activities for the Citizen Involvement Countermeasure that provided for direct communication with the public. This was to be achieved by the publication and distribution of pamphlets and newsletters, a Speakers Bureau participation in and organization of special events, and direct citizen involvement in specific activity areas.

Person-to-person communication was the basis for the Citizen Involvement Countermeasure, and various methods of reaching people through personal contact were included in the Detailed Plan and the Countermeasure design. The plan of the San Antonio ASAP was to cooperate in the preparation of, and the participation in, special events. Groups staging safety fairs, workshops, and conferences, were to be encouraged to use the staff personnel and/or resources for their events.

The Detailed Plan was later amended to include a more extensive people-to-people campaign in terms of reaching the "grass roots" or those people who are not necessarily business leaders or members of groups or organizations. The plan included making contacts with business and industry leaders in an attempt to reach the employees, especially those employees with more basic life styles. It was also decided that improved communication with the "Man-on-the-Street" might be achieved by increased use of handouts and displays.

c. Driver and Traffic Safety Enrichment

The plan for this activity was developed based on enrichment of an existing curriculum. Through personal contact with school administrators and teachers, an effort was made to improve the content and quality of drivers education instruction, and to enlarge the number of students exposed. This included encouraging teachers to devote maximum attention to subject matter of interest to ASAP, and providing materials and other services applicable to quality instruction.

In San Antonio, the principal and almost only source of formal information for students concerning drinking and driving is driver education instruction. The use of drugs and alcohol is covered in health classes to some extent. The project staff had continuing personal contact with school administrators, supervisors, and teachers identified with Driver Education work for the purpose of stimulating expanded attention to matters of interest to ASAP, and for inclusion of a greater amount of meaningful and informative material in the classes. ASAP offered to supply speakers and displays and to cooperate in the arrangement of away-from-school activity for students within the framework of ASAP interest.

The PIE Specialist maintained continuing contact with the Texas Education Agency, which has the responsibility of approving driver education curriculum and courses throughout Texas. This contact was maintained for the purpose of keeping abreast of driver education activities, offering assistance to the Texas Education Agency and offering appropriate aid to the San Antonio schools. ASAP encouraged Texas Education Agency to afford maximum consideration and use of the curriculum guide prepared and furnished by the Department of Transportation.

2. *Table of Key Performance Measures*

MEASURE		1972	1973	1974
TV Spots & Specials	Actual	178	165	152
	Estimated	187	122	160
	% A/E	95	135	95
Radio Spots & Specials	Actual	5523	8204	3001
	Estimated	5402	7201	8000
	% A/E	102	114	38
Newspaper Articles	Actual	115	27	22
	Estimated	120	36	80
	% A/E	96	75	28
Speaking Engagements	Actual	106	89	45
	Estimated	105	106	80
	% A/E	101	84	56
Van Displays	Actual	15	34	11
	Estimated	24	24	24
	% A/E	63	142	46
Pamphlets Posters & Fliers	Actual	25745	76980	47433
	Estimated	9000	55000	60000
	% A/E	286	140	79
Industrial/ Military Contacts	Actual		35	5
	Estimated	N/A	44	80
	% A/E		80	6
High School Contacts	Actual	45	59	40
	Estimated	80	34	15
	% A/E	56	174	266
School District Contacts	Actual			28
	Estimated	N/A	N/A	15
	% A/E			187
Texas Education Agency Contacts	Actual			3
	Estimated	N/A	N/A	4
	% A/E			75

3. *Significant Progress*

a. **Mass Media**

(1) *1972 Highlights of Activity*

During 1972 ASAP staff made 31 television news appearances and interviews. This figure does not include public service spots. Many of these appearances were the result of the Martin Milner and Kent McCord celebrity visit to San Antonio in April to publicize ASAP. Others were a result of the second roadside survey. Since the project was new and unique, interviews were often requested by news media. A one hour local television special on alcoholism was produced and aired in May of 1972. It was

written and produced by the station's public service director. The ASAP Project Director appeared as one of the panelists on the program. In November of 1972, a local newsman did a four segment news special series on ASAP. Interviews with ASAP Director, County Court Judges, AIDE school personnel and the District Attorney were aired. Dana Andrews' "Highway & Freeway" service spots were distributed to the television stations. These had been produced by Grey Advertising for NHTSA, and had Department of Transportation tags. They were used often by the TV channels. Milner and McCord also made a TV public service spot for ASAP while they were in the city and it was used extensively.

Radio public service spots produced by Grey Advertising were distributed and used by local radio stations. These spots had Department of Transportation tags. Local radio spots were later prepared and distributed to radio stations. One hour-long radio special was aired during the third quarter. This program was an informal talk show involving four people, ASAP Director and PIE Specialist, a police officer, and a driver education teacher. During the first year of ASAP, there was some difficulty in getting the recorded spots played on local radio stations. The stations wanted 10 and 20 second written copy to be read by their announcers. The 60 second recorded radio spots that Grey Advertising produced did not fit into the local radio format. The spots were, nevertheless, distributed and use of them was encouraged. Radio spots were produced using local people, such as ASAP Director, head of the San Antonio Human Resources and Services Department, and Catholic Archbishop.

During 1972, seventy-two newspaper articles were printed in San Antonio newspapers directly relating to the project. Again, because the project was new it was given more space. Most of the articles appeared in the three San Antonio daily newspapers, although some appeared in weekly or bi-weekly local newspapers. Some of the articles appeared in response to questions that readers wrote in about the project or various aspects of the project.

(2) 1973 Highlights of Activity

The year started with two significant television appearances by ASAP staff members. One was a talk show interview with the Project Director and the other was an interview in Spanish with the ASAP Rehabilitation Coordinator on the Public Broadcasting channel. Five other television specials were done throughout the year. The year noted a decrease in television news segments about ASAP, but an increase in public service spots aired. The news media lost interest somewhat in ASAP during its second year because the project was operating relatively smoothly and was no longer new and unique. The news media had nothing specific for a story, other than events such as the Voluntary Roadside Survey. Though the television news reporters covered the VRS, they did not do it with the enthusiasm of the two previous years. In the early Spring, San Antonio ASAP received from Grey Advertising new television spots; "Janie": "Beach" and "Backyard". A local, San Antonio ASAP, tag was produced by Ray Powell Film Production through Texas Safety Association and added to the spots. By June these were distributed to the television stations, and some continued to be used for a year. Later in the year, ASAP produced its own public service TV spot, "D.W. Eyer." This is a 60 second animated spot designed to emphasize the inconvenience, embarrassment and expense of Driving While Intoxicated. The spot was shown at a PIE conference in Dallas in February of 1974 and was later purchased by other ASAPs. It was also produced in Spanish and aired extensively on the Spanish language TV station.

The highlight of the year for ASAP in the area of radio media was the recording of public service radio spots by Ricardo Montalban. Mr. Montalban was in San Antonio during Fiesta Week of 1973 and agreed to record spots in Spanish without charge for ASAP. These were distributed to the Spanish radio stations. TSA produced many radio spots for ASAP early in 1973, distributing them to San Antonio radio stations about every six to eight weeks. Radio spots produced by Grey Advertising were tagged and distributed to the radio stations. The Public Information Specialist personally recorded radio spots for a local station. Other recorded spots for ASAP were made by three San Antonio High School football stars and the local Queen of Soul and her runner-up. Throughout the year, radio interviews were done with staff members, including six in Spanish.

Twenty-seven newspaper articles were published during the year, fewer than the previous year. This, as noted above, was the result of the "newness wearing off" of ASAP. Several of the articles appeared as a result of ASAP Project Director's activity on a traffic safety committee for the City of San Antonio.

(3) 1974 Highlights of Activity

In the first few months of 1974, seven television special programs about ASAP were aired. Five of the programs were in Spanish, one in English, and one in both English and Spanish. The Spanish TV station did a four segment series on ASAP early in the year. An ASAP staff member appeared on a Spanish language TV talk show, "En San Antonio" during each month of the first quarter. In addition, this staff member and an ASAP volunteer speaker, appeared on the educational TV channel's Spanish language talk show "Periodico". Five Department of Transportation television spots produced by Grey Advertising which featured Bob Hope, Flip Wilson and Jack Benny were tagged with San Antonio ASAP tag and distributed to local TV stations. The "D. W. Eyer" spot continued to be used extensively through the early months. Television coverage showed an increase during the first quarter with more spots and specials being aired than during any quarter in 1973. However, this level of activity did not continue throughout the year.

Early in 1974 radio public service spots were received from Grey Advertising through the Department of Transportation, given the San Antonio ASAP tag, shortened if necessary, and distributed to local radio stations. Radio specials for 1974 included an hour long live interview with ASAP staff members on a local AM/FM station.

During 1974, twenty-two newspaper articles were published in daily San Antonio newspapers. The longest and most impressive article was published in a major San Antonio Newspaper and was a result of an ASAP display at the 1974 Auto Show.

b. Citizen Involvement

(1) 1972 Highlights of Activity

In 1972 a Speakers Bureau was formed, based on the Detailed Plan. The Speakers Bureau was to use a slide show prepared by Texas Safety Association. Volunteer speakers began to be recruited early in the year but the illustrated talk was not ready until October. Prior to that time, the ASAP staff handled most of the speaking engagements. Thirteen people agreed to serve as volunteer speakers and were formally trained by the 18th of October. The Volunteer Speakers Bureau began to function in late 1972, with the first speaking engagement on October 20. A heavy speaking schedule, which included over 25 speaking engagements, was accomplished during the quarter. The Speakers Bureau was an asset to the PIE program in the beginning. The illustrated talk was scripted by TSA. After approvals and much recruiting, the slides to go with the script were made during the summer. The presentation was then shown for the first time in New Orleans on September 28 to a Regional meeting of PIE Specialists from several ASAPs in Region IV and VI. The completed slide show had about 60 slides and contained information about ASAP, and some facts about Blood Alcohol Content and alcohol-related traffic crashes. While the illustrated talk was valuable impetus to this countermeasure, it was found to be lacking in effectiveness for reaching individuals who most needed the services of ASAP. From results of the 1972 Household and Roadside Surveys it was concluded that the PIE effort was successful in reaching the Anglo population, but ineffective in reaching other ethnic groups represented in the city. It was determined that the illustrated talk, geared primarily toward the professional level citizen, should be reorganized, making it more broadbased and suited for more of the general public.

To supplement the speaking engagements, pamphlets that had been prepared for the Governor's luncheon were distributed to audiences. The pamphlet described ASAP at that time adequately. A booklet, ABC's of Drinking and Driving, was initially purchased in the amount of 25,000 copies for use by the San Antonio ASAP. The booklet was adapted to the San Antonio ASAP by the

addition of local statistics and facts. These booklets were used extensively throughout the course of the project. The ASAP newsieter was first published in June 1972 and has been published each quarter since that time. The newsletter was written by ASAP staff, primarily the PIE Specialist, and was printed and mailed to over 1000 persons by Texas Safety Association. The newsletter in 1972 contained information about the enforcement activities of ASAP, articles by County Court Judge H. F. Garcia, ASAP's Dr. Habib Nathan, and District Attorney Ted Butler. They also contained information about the Voluntary Roadside Survey, staff notes and alcohol information.

In 1972 there was no formal effort to make industrial contacts. Military contacts, however, were frequent. There were at least seven speaking engagements to military groups plus contacts with individuals. The Project Director met with the Armed Forces Disciplinary Control Board on various occasions.

A major thrust in this countermeasure for 1972 was the display of the Police Mobile Laboratory at major shopping centers and the Bexar County Courthouse. The police van, complete with Breathalyzer, video tape unit, and with nine explanatory signs affixed atop, was shown at three major suburban shopping centers on three different Saturdays during the summer. A certified Breathalyzer operator officer and one ASAP staff member talked with people viewing the display. They explained the project and distributed the pamphlet, "ABC's of Drinking and Driving." A similar display was held at the Bexar County Courthouse in September. Many judges, lawyers, and probation office staff viewed the van. It is estimated that over 5,000 people were exposed to the ASAP program at shopping center van displays during 1972 and the idea was later expanded to include other locations.

(2) 1973 Highlights of Activity

During 1973 there were speaking engagements presented to a cumulative audience of over 3,600 persons, including the Intoximeter displays and high schools. The ASAP staff conducted most of the speaking engagements. As the ASAP program became more complex, the need for more detailed speeches increased, and it became impractical to use the time necessary to educate the volunteer speakers. By the end of 1973 there remained only one active volunteer speaker. During this year, the staff began to use films such as "Ladies & Gentlemen of the Jury" and the Ford produced film "Crash", for speaking engagements. As the project grew and changed, the first illustrated talk became obsolete and by the summer of 1973 a new script was being written for a completely new and more professionally done slide show. The new slide show had wider audience appeal in that it was more dramatic, had music, and was shorter in length than the first slide show. Because the Citizen Involvement Countermeasure had been expanded in concept to effectively reach the "grassroots", an attempt was made to broaden the type of speaking engagements and ultimately reach more of the citizenry.

In 1973 a greater attempt was made to communicate with larger segments of the public using printed material. A four-color cartoon type pamphlet was produced by TSA for ASAP which attempted to tell, in the simplest terms, the hazards of the drunk driver and what ASAP is doing about it. Another new endeavor developed during 1973 was the distributing of two new educational posters. These colorful posters were placed in liquor stores, bars, taverns, and lounges. One poster, "Time is the only thing that will sober you up", was used for many purposes in addition to display in bars and lounges. It was used in classrooms, as a visual for speaking engagements, and in the AIDE school. The second poster, which commented on the high cost of DWI, was also used in many ways. Bus signs, "Drinking? Know your Limit before you Drive," were placed on back of city buses in late second quarter of 1973. The following cab sign was used in the third quarter: "If you're 'BOOZING', Don't end up LOOSING; The cost is HIGH for DWI; It's a smaller Tab to Call a CAB!" Many thousand fliers stating the cost of drunk drivers to the taxpayers, the increase in arrests, the penalties, and the applicable Texas laws were printed and distributed to the purchasers of 1973 auto licenses. A major local supermarket chain cooperated in this effort by printing approximately 20,000 of these fliers at their own expense and distributing them in their nineteen stores.

The ASAP staff members played a major role in the development of community programs projected through Military and Civilian Traffic Safety seminars. The PIE Specialist participated as a planner and programmer in a day-long workshop sponsored by the Council on Alcohol Problems - - Military and Civilian (CAP/MAC). In the third quarter, the Directorate of Maintenance at Kelly Air Force Base began conducting their own alcohol education program using ASAP materials. A total of 10,000 employees were expected to benefit from this alcohol education program. Military interest and response to ASAP ran high with programs presented during the fourth quarter at Kelly Air Force Base and Fort Sam Houston, plus numerous requests for printed materials, pamphlets, films and information on ASAP. To implement the broader concept of citizen involvement, many contacts were made with labor union and business leaders who had shown interest in ASAP. Unions, such as the Communication Workers of America, Plumbers and Pipefitters and Construction Workers, were provided pamphlets and fliers for distribution to their members.

A highlight of the Citizen Involvement Countermeasure for the first quarter was the Police Mobile Test Lab van display and Intoximeter demonstration at the San Antonio Light Auto Show. The show was held at the San Antonio Convention Center and alcoholic beverages were available to spectators. Over 200 people had their breath tested and thousands more viewed the display. All viewers and participants in the test were given ASAP literature. In the second quarter, a week long intoximeter display was staged during Fiesta Week. Another display was staged at the Texas Pharmaceutical Convention. In September the van and intoximeter were on display for two days at the Texas Folklife at Hemisfair Plaza sponsored by the Institute of Texas Cultures. The most prominent display for the 3rd Quarter was the Intoximeter Demonstration at the 16th Annual Institute of Alcohol Studies at the University of Texas. The other display of major importance was the cooperative exhibit the ASAP staged with Kemper Insurance Group at a major San Antonio shopping mall. Over 5,000 persons were exposed to ASAP as a result of these displays.

(3) 1974 Highlights of Activity

ASAP staff had 45 speaking engagements reaching a total of 1960 people. Many of these engagements were for specialized groups, seminars, traffic safety committees, inservice training - - a somewhat different group than the civic organizations of earlier times.

A new pamphlet, "What Happens Now?", was produced and distributed during the second quarter. The pamphlet tells of a DWI arrest, what happens to the person arrested, and how ASAP comes into the picture. Over one thousand of the pamphlets were mailed to Bexar County lawyers and the response was excellent. The ASAP Project Director received several complimentary letters on the pamphlet, many requesting that additional copies be sent. The pamphlet was the recipient of an Award of Merit from the local Alamo Industrial Editors. Newsletters were published and distributed quarterly in 1974. Fliers were again distributed to the purchasers of 1974 auto licenses at local Sears stores. By 1974, over 10,000 BAC cards had been distributed throughout the city.

Activity in the Industrial/Military area was confined to Military speaking engagements and participation in the Committee on Alcohol Problems/Military and Civilian (CAP/MAC) in 1974. No industrial contacts were made in 1974.

One of the highlights of the first quarter of 1974 for PIE was the exhibit and demonstration of the Intoximeter at the annual San Antonio International Automobile show. This was ASAP's second year of participation in the trade show where the attendance this year for the five day show was 51,000 people. In addition to the Intoximeter, the display included ASAP posters, pamphlets, newsletters, and the slide show. Another display was staged in February for 5,000 members of a credit union during its annual meeting, at which educational materials were distributed and breath testing instrument was displayed. Two displays were staged during the second quarter. During Fiesta Week, April 23-26 an Intoximeter display was set up at Hemisfair Plaza. Breath tests were administered to celebrants. The second display was a poster display set up at the courthouse during Law Week and transferred later to Villita Assembly Hall for a large luncheon of attorneys. The posters showed pictures depicting every aspect of ASAP.

c. **Drivers and Traffic Safety Enrichment**

(1) 1972 Highlights of Activity

Many driver education classes, health classes, and science classes heard the ASAP story and/or saw a filmstrip presentation, "The Decision is Yours." The general initial response to the presentation was good. Multiple copies were received and distributed to all school districts in Bexar County. Teachers contacted were impressed with additional visual aids to complement the curriculum. Six new films and a filmstrip presentation, "A New Look at the Old Sauce", were distributed. In addition, the "ABC's of Drinking and Driving" booklets were distributed to as many students as possible. The police alcohol safety test laboratory, which contains the Breathalyzer and video tape equipment, was displayed at the high schools and met with keen interest. A uniformed police officer who was also a certified Breathalyzer operator explained the use of the van, the Breathalyzer, and the video tape equipment to students and answered questions. In June of 1972 alone, eight high schools were visited by the ASAP staff. A highlight of the Martin Milner/Kent McCord visit to San Antonio was their visit to a local high school, where they spoke to an assembly of 3,000 high school students.

Personal contact with school administrators and driver education teachers to verify their desire for assistance, to determine their interest and to secure additional information about the mechanics of their operation was continued during 1972. Contact continued with the Texas Education Agency concerning the driver education curriculum which they were rewriting. The ASAP staff participated in an in-service training of driver education teachers in August, 1972. Profitable meetings with state driver education administrators were conducted during the fourth quarter. A speaking engagement at Texas A&M University provided an excellent opportunity to meet with a group of educators whose support of ASAP was necessary and important to the promotion of Alcohol and Traffic Safety in the drivers education curriculum. A later meeting with the Texas Education Agency drivers education administrator and his assistant resulted in an invitation to present ASAP programs to the State Drivers Education convention in April of 1973 in San Antonio.

(2) 1973 Highlights of Activity

During the first quarter of 1973 the ASAP office received an invitation from the Greater San Antonio Safety Council to participate in events scheduled for Career Day on March 30 at Randolph Air Force Base. The Career Day program featured specialists in more than 100 career fields. At least 3,000 junior and senior students from 200 high schools attended the Career Day celebration to view several career displays and demonstrations. One of the major displays was sponsored by the Greater San Antonio Safety Council featuring the activities of the San Antonio Alcohol Safety Action Project. A safety demonstration area whose major attraction was a mobile advertising unit from the Texas Traffic Administration highlighted the display. Seven minutes of the automated slide-sound presentation at the mobile unit displayed various activities conducted by the San Antonio ASAP. This presentation ran continuously for four hours. The San Antonio ASAP provided this display area with enough "drunk Driver" fliers to supply one for each person attending the Career Day activities. The attendance, including students, adult civilians and military personnel, was estimated at 10,000. The distribution of the 10,000 fliers and the continuous showing of the slide presentation gave excellent coverage to the San Antonio ASAP at this event.

Emphasis was placed throughout the year on high school awareness presentations. About 5,000 high school students received direct exposure to ASAP programs and demonstrations of the Intoximeter or Breathalyzer during the year. At some of the schools, the usual audiovisual material and discussions were presented personally. However, when personal visits could not be arranged, film presentations were supplied. Throughout the year many high school and college students came to the ASAP office, telephoned or wrote for educational materials, films, and/or interviews with ASAP staff members in order to complete special class projects, write term papers, or make individual presentations to their classes.

Attendance at the Alcohol and Traffic Safety workshop in Bossier City during January of 1973 by the PIE Specialist resulted in increased insight into the possible adoption and use of the Alcohol and Alcohol Safety curriculum for K-12. Many Texas educators were in attendance at the workshop, including Texas Education Agency Assistant Director of the statewide Drivers & Traffic Safety Education programs.

In the Fall of 1973, the ASAP PIE specialist took a graduate course out of Texas A & M University entitled "Alcohol and Alcohol Safety." The other members of the class were all local drivers education teachers and administrators. The weekly class meetings with the teachers afforded a great opportunity of exposure to ASAP materials and curriculum. The class professor invited the PIE specialist to Texas City to speak to a similar graduate class of drivers education teachers in October of 1973.

Of particular note was a talk by ASAP's Director and Evaluator to the Texas Driver and Traffic Safety Education conference in April of 1973. Nearly 200 educators from all Texas ASAP's heard the presentation. In September, the Educational Service Center Region 20, which includes 13 counties in addition to Bexar, conducted a Drug Abuse workshop. The PIE coordinator presented ASAP teaching material to about 20 educators attending this workshop. Effort was made throughout the year to get ASAP materials or programs into the classrooms by making contact with as many teachers as possible.

(3) 1974 Highlights of Activity

During 1974, a large number of students was exposed to ASAP. Forty schools had ASAP programs with a total student audience of over 11,700. Students were highly receptive to audio visual programs and demonstrations of breath testing devices. Individual students continued to come to the ASAP office for printed material to use in making class presentations or writing class papers.

The major activity for the second quarter was the planning and conducting of a teachers' workshop which was held May 15, 1974. Facilities at Trinity University were used for the workshop and cooperation from other agencies such as Region 20 Educational Service Center and Texas Commission of Alcoholism was enlisted and utilized. Sixty teachers and administrators representing 15 school districts in the San Antonio area attended the all day workshop. Fourteen speakers presented topics to the participants. Evaluations from participating teachers showed that the workshop was highly profitable for them, and response since the workshop has been excellent. Two packets of materials were given to each teacher which included a curriculum guide with content material, educational and resource material.

A significant ASAP speaking appearance was made in November before the District Meeting of the Texas State Teachers' Association Drivers Education Teachers. The necessity for increased emphasis on Alcohol and its relationship to traffic safety was stressed. In December, a meeting was held in Austin at the Texas Safety Association Office to coordinate and formulate a plan for a statewide educational activity for students in driver education, health and related subject areas on the subject of alcohol and traffic safety. In attendance were representatives of Texas ASAP's, a representative of the Florida ASAP, officials of the Texas Education Agency and representatives of Texas Safety Association. Subsequent to that meeting, the Texas Education Agency agreed to a "pilot program" of alcohol-driving instruction in one school district for the 1975-1976 school year.

4. Program Impediments as of December 31, 1974

a. Explanation

There were no major impediments at the end of 1974 with the exception of the restrictions on the amount of money that could be expended and the necessity to rely on "free things."

b. Response/Solutions

A new budget was set up for 1975 which provides for necessary Public Information and Education materials.

