

Passage 1

In 1894, British psychologist C. Lloyd Morgan published what's called Morgan's canon, the principle that suggestions of humanlike mental processes behind an animal's behavior should be rejected if a simpler explanation will do.

5 Still, people seem to maintain certain expectations, especially when it comes to birds and mammals. "We somehow want to prove they are as 'smart' as people," zoologist Sara Shettleworth says. We want a bird that masters a vexing problem to be employing human-
10 style insight.

New Caledonian crows face the high end of these expectations, as possibly the second-best toolmakers on the planet.

Their tools are hooked sticks or strips made from spike-
15 edged leaves, and they use them in the wild to wrinkle grubs out of crevices. Researcher Russell Gray first saw the process on a cold morning in a mountain forest in New Caledonia, an island chain east of Australia. Over the course of days, he and crow researcher Gavin Hunt had gotten wild crows used to
20 finding meat tidbits in holes in a log. Once the birds were checking the log reliably, the researchers placed a spiky tropical pandanus plant beside the log and hid behind a blind.

A crow arrived. It hopped onto the pandanus plant, grabbed the spiked edge of one of the long straplike leaves and
25 began a series of ripping motions. Instead of just tearing away one long strip, the bird ripped and nipped in a sequence to create a slanting stair-step edge on a leaf segment with a narrow point and a wide base. The process took only seconds. Then the bird dipped the narrow end of its leaf strip into a
30 hole in the log, fished up the meat with the leaf-edge spikes, swallowed its prize and flew off.

"That was my 'oh wow' moment," Gray says. After the crow had vanished, he picked up the tool the bird had left behind. "I had a go, and I couldn't do it," he recalls. Fishing
35 the meat out was tricky. It turned out that Gray was moving the leaf shard too forcefully instead of gently stroking the spines against the treat.

The crow's deft physical manipulation was what inspired Gray and Auckland colleague Alex Taylor to test other wild
40 crows to see if they employed the seemingly insightful string-pulling solutions that some ravens, kea parrots and other brainiac birds are known to employ. Three of four crows passed that test on the first try.

Passage 2

For one month after they left the nest, I led my four young
45 ravens at least once and sometimes several times a day on
thirty-minute walks. During these walks, I wrote down
everything in their environment they pecked at. In the first
sessions, I tried to be teacher. I touched specific objects—
sticks, moss, rocks—and nothing that I touched remained
50 untouched by them. They came to investigate what I had
investigated, leading me to assume that young birds are aided
in learning to identify food from the parents' example. They
also, however, contacted almost everything else that lay
directly in their own paths. They soon became more
55 independent by taking their own routes near mine. Even while
walking along on their own, they pulled at leaves, grass stems,
flowers, bark, pine needles, seeds, cones, clods of earth, and
other objects they encountered. I wrote all this down,
converting it to numbers. After they were thoroughly familiar
60 with the background objects in these woods and started to
ignore them, I seeded the path we would later walk together
with objects they had never before encountered. Some of
these were conspicuous food items: raspberries, dead
meal worm beetles, and cooked corn kernels. Others were
65 conspicuous and inedible: pebbles, glass chips, red
winterberries. Still others were such highly cryptic foods as
encased caddisfly larvae and moth cocoons. The results were
dramatic.

The four young birds on our daily walks contacted all new
70 objects preferentially. They picked them out at a rate of up to
tens of thousands of times greater than background or
previously contacted objects. The main initial criterion for
pecking or picking anything up was its novelty. In subsequent
trials, when the previously novel items were edible, they
75 became preferred and the inedible objects became
“background” items, just like the leaves, grass, and pebbles,
even if they were highly conspicuous. These experiments
showed that ravens' curiosity ensures exposure to all or almost
all items in the environment.

... kind consists of questions about either Passage 1 or Passage 2 separately. These come in order—questions about Passage 1, then questions about Passage 2—and are of the same types that we discussed in Chapters 6 and 7. The second kind consists of the actual Synthesis questions. These questions require you to draw meaningful connections between the two passages or about the information and ideas in the passages or about the rhetorical strategies used in them, just like questions about single (nonpaired) passages—except in these cases, you'll have to draw on an understanding of both texts to answer the questions correctly.

Let's inspect two of the Synthesis questions associated with the paired passages presented earlier. (The questions and a full answer explanation for each can be found in Chapter 9.)

The first question asks you to recognize a relatively straightforward similarity between the animals discussed in the two passages.

The crows in Passage 1 and the ravens in Passage 2 shared which trait?

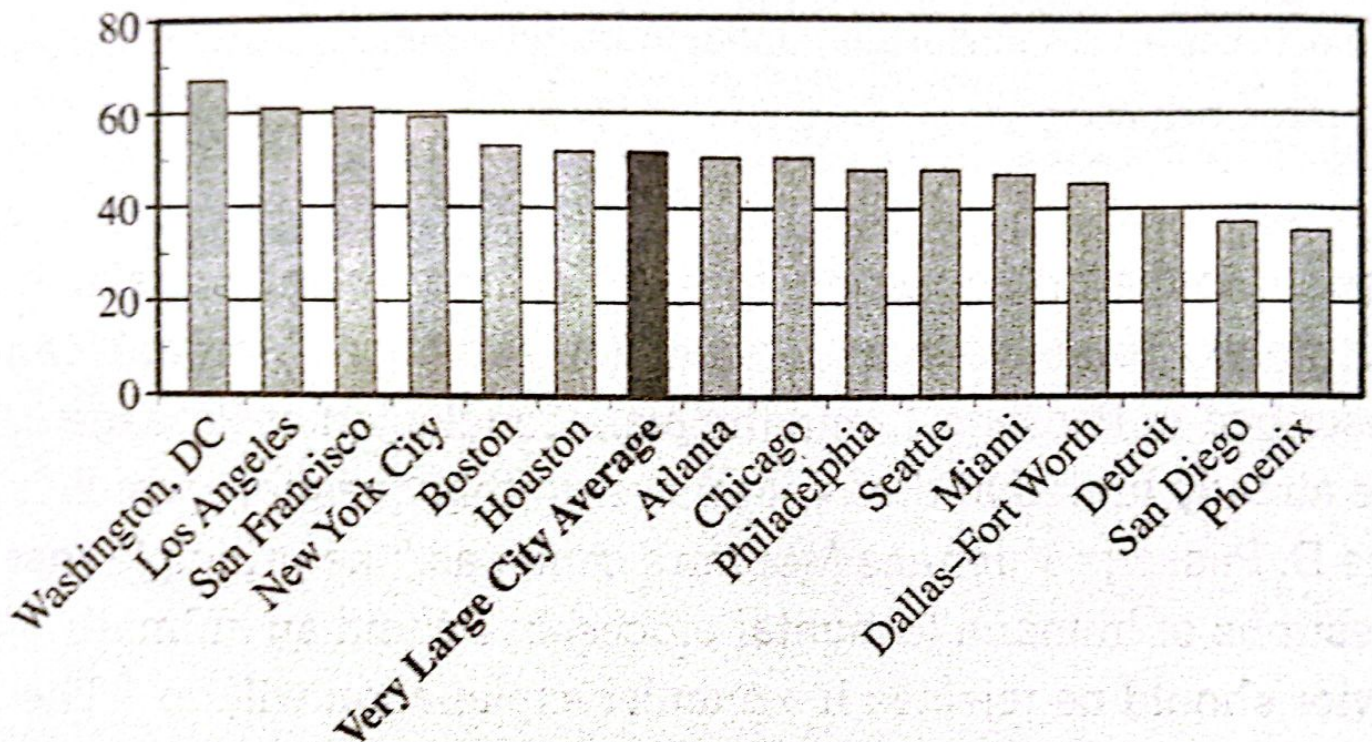
- A) They modified their behavior in response to changes in their environment.
- B) They formed a strong bond with the humans who were observing them.
- C) They manufactured useful tools for finding and accessing food.
- D) They mimicked the actions they saw performed around them.

The second question we'll consider here concerns a point that we touched on when discussing the passages themselves.

Is the main conclusion presented by the author of Passage 2 consistent with Morgan's canon, as described in Passage 1?

- A) Yes, because the conclusion proposes that the ravens' behavior is a product of environmental factors.
- B) Yes, because the conclusion offers a satisfyingly simple explanation of the ravens' behavior.
- C) No, because the conclusion suggests that the ravens exhibit complex behavior patterns.
- D) No, because the conclusion implies that a humanlike quality motivates the ravens' behavior.

The Most Congested Cities in 2011
Yearly Hours of Delay per Automobile Commuter



Which claim about traffic congestion is supported by the graph?

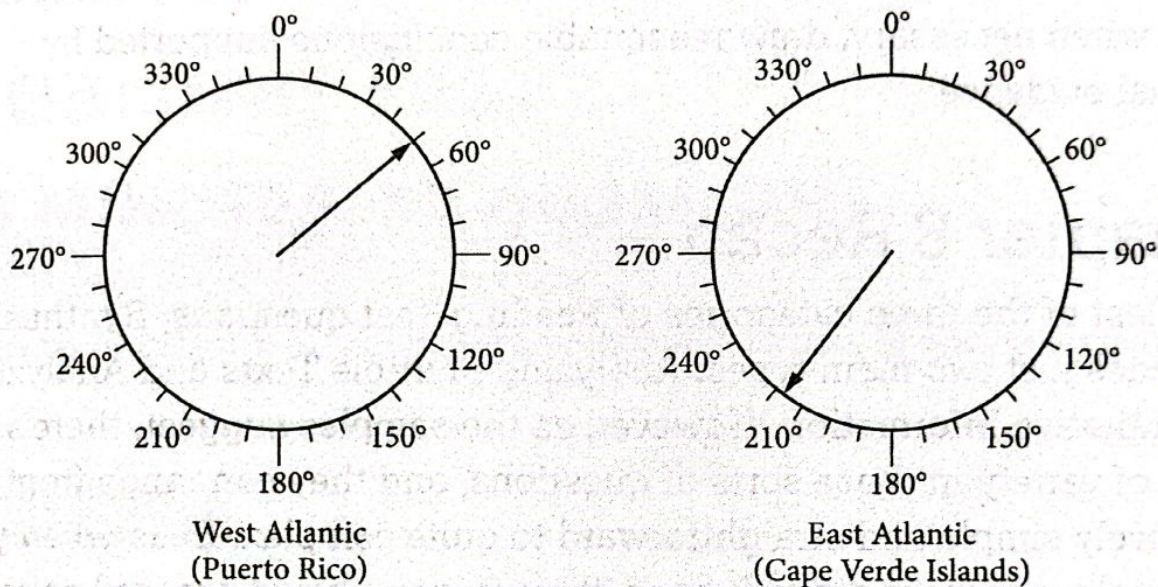
- A) New York City commuters spend less time annually delayed by traffic congestion than the average for very large cities.
- B) Los Angeles commuters are delayed more hours annually by traffic congestion than are commuters in Washington, D.C.
- C) Commuters in Washington, D.C., face greater delays annually due to traffic congestion than do commuters in New York City.
- D) Commuters in Detroit spend more time delayed annually by traffic congestion than do commuters in Houston, Atlanta, and Chicago.

[...] Putman works in the lab of Ken Lohmann, who has been studying the magnetic abilities of loggerheads for over 20 years. In his lab at the University of North Carolina, Lohmann places hatchlings in a large water tank surrounded by a large grid of electromagnetic coils. In 1991, he found that the babies started swimming in the opposite direction if he used the coils to reverse the direction of the magnetic field around them. They could use the field as a compass to get their bearing. [...]

Adapted from Ed Yong, "Turtles Use the Earth's Magnetic Field as Global GPS."

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Orientation of Hatchling Loggerheads Tested in Magnetic Fields



Adapted from Nathan Putman, Courtney Endres, Catherine Lohmann, and Kenneth Lohmann, "Longitude Perception and Bicoordinate Magnetic Maps in Sea Turtles." ©2011 by Elsevier Inc.

Orientation of hatchling loggerheads tested in a magnetic field that simulates a position at the west side of the Atlantic near Puerto Rico (left) and a position at the east side of the Atlantic near the Cape Verde Islands (right). The arrow in each circle indicates the mean direction that the group of hatchlings swam. Data are plotted relative to geographic north ($N = 0^\circ$).

It can reasonably be inferred from the passage and the graphic that if scientists adjusted the coils to reverse the magnetic field simulating that in the East Atlantic (Cape Verde Islands), the hatchlings would most likely swim in which direction?

- A) Northwest
- B) Northeast
- C) Southeast
- D) Southwest

Questions 1-3 are based on the following passage and supplementary material.

This passage is adapted from Richard Florida, *The Great Reset*. ©2010 by Richard Florida.

In today's idea-driven economy, the cost of time is what really matters. With the constant pressure to innovate, it makes little sense to waste countless collective hours commuting. So, the most efficient and productive regions are those in which people are thinking and working—not sitting in traffic.

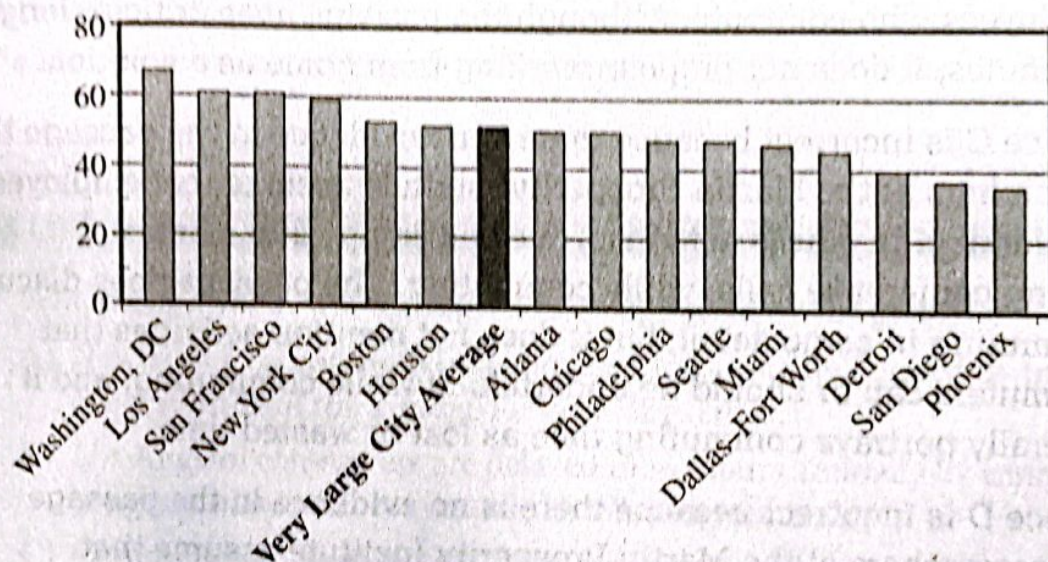
The auto-dependent transportation system has reached its limit in most major cities and megaregions. Commuting by car is among the least efficient of all our activities—not to mention among the least enjoyable, according to detailed research by the Nobel Prize-winning economist Daniel Kahneman and his colleagues. Though one might think that the economic crisis beginning in 2007 would have reduced traffic (high unemployment means fewer workers traveling to and from work), the opposite has been true. Average commutes have lengthened, and congestion has gotten worse, if anything. The average commute rose in 2008 to 25.5 minutes, “erasing years of decreases to stand at the level of 2000, as people had to leave home earlier in the morning to pick up friends for their ride to work or to catch a bus or subway train,” according to the U.S. Census Bureau, which collects the figures. And those are average figures. Commutes are far longer in the big West Coast cities of Los Angeles and San Francisco and the East Coast cities of New York, Philadelphia, Baltimore, and Washington, D.C. In many of these cities, gridlock has become the norm, not just at rush hour but all day, every day.

The costs are astounding. In Los Angeles, congestion eats up more than 485 million working hours a year; that's seventy hours, or nearly two weeks, of full-time work per commuter. In D.C., the time cost of congestion is sixty-two hours per worker per year. In New York it's forty-four hours. Average it out, and the time cost across America's thirteen biggest city regions is fifty-one hours per worker per year. Across the country, commuting wastes 4.2 billion hours of work time annually—nearly a full workweek for every commuter. The overall cost to the U.S. economy is nearly \$90 billion when lost productivity and wasted fuel are taken into account. At the Martin Prosperity Institute, we calculate that every minute shaved off America's commuting time is worth \$19.5 billion in value added to the economy. The numbers add up fast: five minutes is worth \$97.7 billion; ten minutes, \$195 billion; fifteen minutes, \$292 billion.

It's ironic that so many people still believe the main
45 remedy for traffic congestion is to build more roads and
highways, which of course only makes the problem worse.
New roads generate higher levels of "induced traffic," that is,
new roads just invite drivers to drive more and lure people
who take mass transit back to their cars. Eventually, we end up
50 with more clogged roads rather than a long-term
improvement in traffic flow.

The coming decades will likely see more intense clustering
of jobs, innovation, and productivity in a smaller number of
bigger cities and city-regions. Some regions could end up
55 bloated beyond the capacity of their infrastructure, while
others struggle, their promise stymied by inadequate human
or other resources.

The Most Congested Cities in 2011
Yearly Hours of Delay per Automobile Commuter



Adapted from Adam Werbach, "The American Commuter Spends 38 Hours a Year Stuck in Traffic." ©2013 by The Atlantic.

1

The passage most strongly suggests that researchers at the Martin Prosperity Institute share which assumption?

- A) Employees who work from home are more valuable to their employers than employees who commute.
- B) Employees whose commutes are shortened will use the time saved to do additional productive work for their employers.
- C) Employees can conduct business activities, such as composing memos or joining conference calls, while commuting.
- D) Employees who have longer commutes tend to make more money than employees who have shorter commutes.

Content: Rhetoric

generally positive.

Choice D is incorrect because there is no evidence that researchers at the Martin Prosperity Institute found that employees who have lengthy commutes tend to make more money than employees who have shorter commutes. The passage makes no mention of any clear links between the amount of money employees make and the length of their commutes.

2

As used in line 52, "intense" most nearly means

- A) emotional.
- B) concentrated.
- C) brilliant.
- D) determined.

Content: Information and Ideas

1. You must determine the meaning of a word that appears.

Choice A is incorrect because although “intense” sometimes means “brilliant,” it would make no sense in this context to say that the clustering of jobs, innovation, and productivity will be more brilliant in “a smaller number of bigger cities and city-regions” (lines 53-54).

Choice D is incorrect because although “intense” sometimes means “determined,” it would make no sense in this context to say that the clustering of jobs, innovation, and productivity will be more determined in “a smaller number of bigger cities and city-regions” (lines 53-54).

3

Which claim about traffic congestion is supported by the graph?

- A) New York City commuters spend less time annually delayed by traffic congestion than the average for very large cities.
- B) Los Angeles commuters are delayed more hours annually by traffic congestion than are commuters in Washington, D.C.
- C) Commuters in Washington, D.C., face greater delays annually due to traffic congestion than do commuters in New York City.
- D) Commuters in Detroit spend more time delayed annually by traffic congestion than do commuters in Houston, Atlanta, and Chicago.

Content: Synthesis

You must interpret data presented graphically.

Explanation: Choice C is the best answer. Higher bars on the graph represent longer annual commuter delays than lower bars; moreover, the number of hours of annual commuter delay generally decreases as one moves from left to right on the graph. The bar for Washington, D.C., is higher than and to the left of that for New York City, meaning that D.C. automobile commuters experience greater amounts of delay each year.

Sample 2:

History/Social Studies Passage, Higher Text Complexity

The following passage from a text in the Great Global Conversation inspired by U.S. founding documents and is of higher complexity, although some aspects of the passage are less challenging than others.

Questions 4-8 are based on the following passage.

The passage is adapted from a speech delivered by Congresswoman Barbara Jordan of Texas on July 25, 1974. She was a member of the Judiciary Committee of the United States House of Representatives. In the passage, Jordan discusses how and when a United States president may be impeached, or charged with serious offenses while in office. Jordan's speech was delivered in the context of impeachment hearings against then President Richard M. Nixon.

Today, I am an inquisitor. An hyperbole would not be fictional and would not overstate the solemnness that I feel right now. My faith in the Constitution is whole; it is
Line complete; it is total. And I am not going to sit here and be an
5 idle spectator to the diminution, the subversion, the destruction, of the Constitution.

"Who can so properly be the inquisitors for the nation as the representatives of the nation themselves?" "The subjects of its jurisdiction are those offenses which proceed from the
10 misconduct of public men."* And that's what we're talking about. In other words, [the jurisdiction comes] from the abuse or violation of some public trust.

It is wrong, I suggest, it is a misreading of the Constitution for any member here to assert that for a member to vote for an
15 article of impeachment means that that member must be convinced that the President should be removed from office. The Constitution doesn't say that. The powers relating to impeachment are an essential check in the hands of the body of the legislature against and upon the encroachments of the
20 executive. The division between the two branches of the legislature, the House and the Senate, assigning to the one the right to accuse and to the other the right to judge—the framers of this Constitution were very astute. They did not make the accusers and the judges . . . the same person.

25 We know the nature of impeachment. We've been talking about it a while now. It is chiefly designed for the President and his high ministers to somehow be called into account. It is designed to "bridle" the executive if he engages in excesses. "It is designed as a method of national inquest into the conduct of public men."* The framers confided in the Congress the power, if need be, to remove the President in order to strike a delicate balance between a President swollen with power and grown tyrannical, and preservation of the independence of the executive.

35 The nature of impeachment: a narrowly channeled exception to the separation of powers maxim. The Federal Convention of 1787 said that. It limited impeachment to high crimes and misdemeanors, and discounted and opposed the term "maladministration." "It is to be used only for great misdemeanors," so it was said in the North Carolina ratification convention. And in the Virginia ratification convention: "We do not trust our liberty to a particular branch. We need one branch to check the other."

45 ... The North Carolina ratification convention: "No one need be afraid that officers who commit oppression will pass with immunity." "Prosecutions of impeachments will seldom fail to agitate the passions of the whole community," said Hamilton in the *Federalist Papers*, Number 65. "We divide into parties more or less friendly or inimical to the accused."* I do not mean political parties in that sense.

50 The drawing of political lines goes to the motivation behind impeachment; but impeachment must proceed within the confines of the constitutional term "high crime[s] and misdemeanors." Of the impeachment process, it was Woodrow Wilson who said that "Nothing short of the grossest offenses against the plain law of the land will suffice to give them speed and effectiveness. Indignation so great as to overgrow party interest may secure a conviction; but nothing else can."

60 Common sense would be revolted if we engaged upon this process for petty reasons. Congress has a lot to do: appropriations, tax reform, health insurance, campaign finance reform, housing, environmental protection, energy sufficiency, mass transportation. Pettiness cannot be allowed to stand in the face of such overwhelming problems. So today we're not being petty. We're trying to be big, because the task we have before us is a big one.

*Jordan quotes from *Federalist* No. 65, an essay by Alexander Hamilton, published in 1788, on the powers of the United States Senate, including the power to decide cases of impeachment against a president of the United States.

4

The stance Jordan takes in the passage is best described as that of

- A) an idealist setting forth principles.
- B) an advocate seeking a compromise position.
- C) an observer striving for neutrality.
- D) a scholar researching a historical controversy.

Content: Rhetoric

Key: A

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5

The main rhetorical effect of the series of three phrases in lines 5-6 (the diminution, the subversion, the destruction) is to

- A) convey with increasing intensity the seriousness of the threat Jordan sees to the Constitution.
- B) clarify that Jordan believes the Constitution was first weakened, then sabotaged, then broken.
- C) indicate that Jordan thinks the Constitution is prone to failure in three distinct ways.
- D) propose a three-part agenda for rescuing the Constitution from the current crisis.

Content: Rhetoric

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6

As used in line 35, "channeled" most nearly means

- A) worn.
- B) sent.
- C) constrained.
- D) siphoned.

Content: Information and Ideas

...ine the meaning of a word in the context

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...s should be narrowly worn.
...se while "channeled" some
...no sense in this context.

In lines 46-50 ("Prosecutions . . . sense"), what is the most likely reason Jordan draws a distinction between two types of "parties"?

- A) To counter the suggestion that impeachment is or should be about partisan politics
- B) To disagree with Hamilton's claim that impeachment proceedings excite passions
- C) To contend that Hamilton was too timid in his support for the concept of impeachment
- D) To argue that impeachment cases are decided more on the basis of politics than on justice

Content: Rhetoric

is line of reasoning.

rather than decide the present case on the basis of politics. Indeed, throughout the last four paragraphs of the passage (lines 35-67), she elaborates on the principled and just basis on which impeachment should proceed. Moreover, throughout the passage, Jordan is focused on the present impeachment hearings, not on the justice or injustice of impeachments generally.

8

Which choice provides the best evidence for the answer to the previous question?

- A) Lines 13-16 (“It . . . office”)
- B) Lines 20-23 (“The division . . . astute”)
- C) Lines 51-54 (“The drawing . . . misdemeanors”)
- D) Lines 61-64 (“Congress . . . transportation”)

Questions 9-13 are based on the following passage and supplementary material.

This passage is adapted from Ed Yong, "Turtles Use the Earth's Magnetic Field as Global GPS." ©2011 by Kalmbach Publishing Co.

In 1996, a loggerhead turtle called Adelita swam across 9,000 miles from Mexico to Japan, crossing the entire Pacific on her way. Wallace J. Nichols tracked this epic journey with a satellite tag. But Adelita herself had no such technology at her disposal. How did she steer a route across two oceans to find her destination?

Nathan Putman has the answer. By testing hatchling turtles in a special tank, he has found that they can use the Earth's magnetic field as their own Global Positioning System (GPS). By sensing the field, they can work out both their latitude and longitude and head in the right direction.

Putman works in the lab of Ken Lohmann, who has been studying the magnetic abilities of loggerheads for over 20 years. In his lab at the University of North Carolina, Lohmann

15 places hatchlings in a large water tank surrounded by a large grid of electromagnetic coils. In 1991, he found that the babies started swimming in the opposite direction if he used the coils to reverse the direction of the magnetic field around them. They could use the field as a compass to get their bearing.

20 Later, Lohmann showed that they can also use the magnetic field to work out their position. For them, this is literally a matter of life or death. Hatchlings born off the sea coast of Florida spend their early lives in the North Atlantic gyre, a warm current that circles between North America and
25 Africa. If they're swept towards the cold waters outside the gyre, they die. Their magnetic sense keeps them safe.

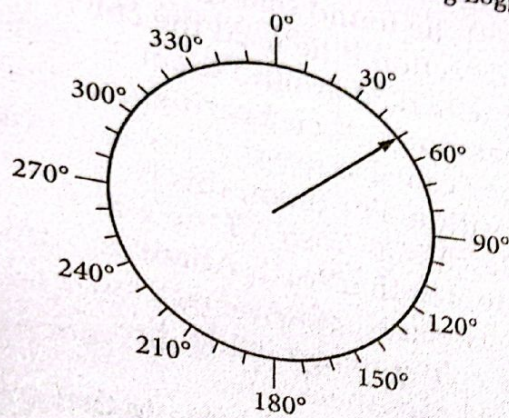
Using his coil-surrounded tank, Lohmann could mimic the magnetic field at different parts of the Earth's surface. If he simulated the field at the northern edge of the gyre, the
30 hatchlings swam southwards. If he simulated the field at the gyre's southern edge, the turtles swam west-northwest. These experiments showed that the turtles can use their magnetic sense to work out their latitude—their position on a north-south axis. Now, Putman has shown that they can also
35 determine their longitude—their position on an east-west axis.

He tweaked his magnetic tanks to simulate the fields in two positions with the same latitude at opposite ends of the Atlantic. If the field simulated the west Atlantic near Puerto Rico, the turtles swam northeast. If the field matched that on
40 the east Atlantic near the Cape Verde Islands, the turtles swam southwest. In the wild, both headings would keep them within the safe, warm embrace of the North Atlantic gyre.

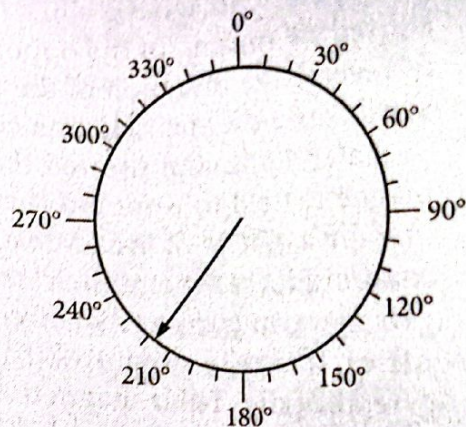
Before now, we knew that several animal migrants, from loggerheads to reed warblers to sparrows, had some way of
45 working out longitude, but no one knew how. By keeping the turtles in the same conditions, with only the magnetic fields around them changing, Putman clearly showed that they can use these fields to find their way. In the wild, they might well also use other landmarks like the position of the sea, sun and stars.

50 Putman thinks that the turtles work out their position using two features of the Earth's magnetic field that change over its surface. They can sense the field's inclination, or the angle at which it dips towards the surface. At the poles, this angle is roughly 90 degrees and at the equator, it's roughly
55 zero degrees. They can also sense its intensity, which is strongest near the poles and weakest near the Equator. Different parts of the world have unique combinations of these two variables. Neither corresponds directly to either latitude or longitude, but together, they provide a "magnetic
60 signature" that tells the turtle where it is.

Orientation of Hatchling Loggerheads Tested in Magnetic Fields



West Atlantic
(Puerto Rico)



East Atlantic
(Cape Verde Islands)

Adapted from Nathan Putman, Courtney Endres, Catherine Lohmann, and Kenneth Lohmann, "Longitude Perception and Bicoordinate Magnetic Maps in Sea Turtles." ©2011 by Elsevier Inc.

Orientation of hatchling loggerheads tested in a magnetic field that simulates a position at the west side of the Atlantic near Puerto Rico (left) and a position at the east side of the Atlantic near the Cape Verde Islands (right). The arrow in each circle indicates the mean direction that the group of hatchlings swam. Data are plotted relative to geographic north ($N = 0^\circ$).

9

The passage most strongly suggests that Adelita used which of the following to navigate her 9,000-mile journey?

- A) The current of the North Atlantic gyre
- B) Cues from electromagnetic coils designed by Putman and Lohmann
- C) The inclination and intensity of Earth's magnetic field
- D) A simulated "magnetic signature" configured by Lohmann

from the text.
paragraph

Which choice provides the best evidence for the answer to the previous question?

- A) Lines 1-3 (“In 1996 . . . way”)
- B) Lines 27-28 (“Using . . . surface”)
- C) Lines 48-49 (“In the wild . . . stars”)
- D) Lines 58-60 (“Neither . . . it is”)

Content: Information and Ideas

As used in line 3, "tracked" most nearly means

- A) searched for.
- B) traveled over.
- C) followed.
- D) hunted.

12

Based on the passage, which choice best describes the relationship between Putman's and Lohmann's research?

- A) Putman's research contradicts Lohmann's.
- B) Putman's research builds on Lohmann's.
- C) Lohmann's research confirms Putman's.
- D) Lohmann's research corrects Putman's.

Content: Information and Ideas

The author refers to reed warblers and sparrows (line 44) primarily to

- A) contrast the loggerhead turtle's migration patterns with those of other species.
- B) provide examples of species that share one of the loggerhead turtle's abilities.
- C) suggest that most animal species possess some ability to navigate long distances.
- D) illustrate some ways in which the ability to navigate long distances can help a species.

Content: Rhetoric

Questions 1-11 are based on the following passage and supplementary material.

A Life in Traffic

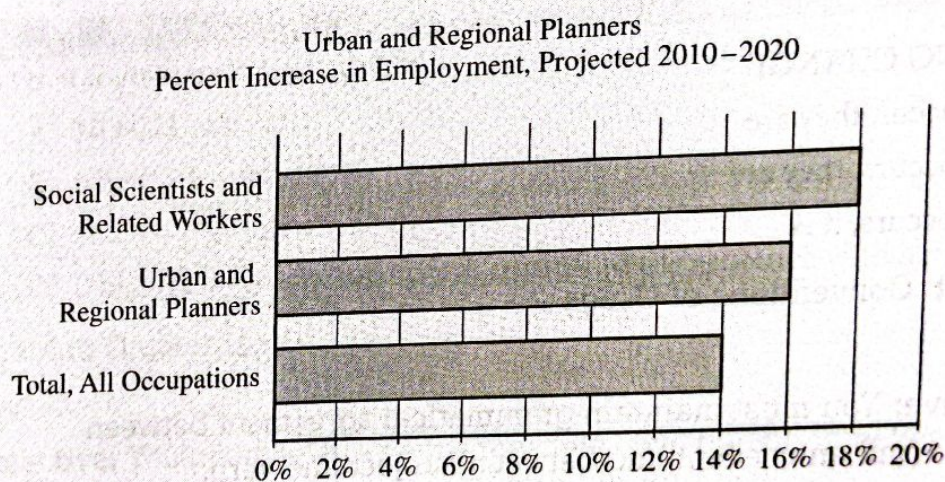
A subway system is expanded to provide service to a growing suburb. A bike-sharing program is adopted to encourage nonmotorized transportation. **1** To alleviate rush hour traffic jams in a congested downtown area, stoplight timing is coordinated. When any one of these changes **2** occur, it is likely the result of careful analysis conducted by transportation planners.

The work of transportation planners generally includes evaluating current transportation needs, assessing the effectiveness of existing facilities, and improving those facilities or **3** they design new ones. Most transportation planners work in or near cities, **4** but some are employed in rural areas. Say, for example, a large factory is built on the outskirts of a small town. Traffic to and from that location would increase at the beginning and end of work shifts. The transportation **5** planner's job, might involve conducting a traffic count to determine the daily number of vehicles traveling on the road to the new factory. If analysis of the traffic count indicates that there is more traffic than the **6** current road as it is designed at this time can efficiently accommodate, the transportation planner might recommend widening the road to add another lane.

Transportation planners work closely with a number of community stakeholders, such as government officials and other interested organizations and individuals. **7** Next, representatives from the local public health department might provide input in designing a network of trails and sidewalks to encourage people to walk more. **8** According to the American Heart Association, walking provides numerous benefits related to health and well-being. Members of the Chamber of Commerce might share suggestions about designing transportation and parking facilities to support local businesses.

9 People who pursue careers in transportation planning have a wide variety of educational backgrounds. A two-year degree in transportation technology may be sufficient for some entry-level jobs in the field. Most jobs, however, require at least a bachelor's degree; majors of transportation planners are 10 varied, including fields such as urban studies, civil engineering, geography, or transportation and logistics. For many positions in the field, a master's degree is required.

Transportation planners perform critical work within the broader field of urban and regional planning. As of 2010, there were approximately 40,300 urban and regional planners employed in the United States. The United States Bureau of Labor Statistics forecasts steady job growth in this field, 11 projecting that 16 percent of new jobs in all occupations will be related to urban and regional planning. Population growth and concerns about environmental sustainability are expected to spur the need for transportation planning professionals.



Adapted from United States Bureau of Labor Statistics, Employment Projections program.
"All occupations" includes all occupations in the United States economy.

1

Which choice best maintains the sentence pattern already established in the paragraph?

- A) NO CHANGE
- B) Coordinating stoplight timing can help alleviate rush hour traffic jams in a congested downtown area.
- C) Stoplight timing is coordinated to alleviate rush hour traffic jams in a congested downtown area.
- D) In a congested downtown area, stoplight timing is coordinated to alleviate rush hour traffic jams.

- A) NO CHANGE
- B) occur, they are
- C) occurs, they are
- D) occurs, it is

3

- A) NO CHANGE
- B) to design
- C) designing
- D) design

...ing, assessing," and "improving."
4

Which choice results in the most effective transition to the information that follows in the paragraph?

- A) NO CHANGE
- B) where job opportunities are more plentiful.
- C) and the majority are employed by government agencies.
- D) DELETE the underlined portion and end the sentence with a period.

- A) NO CHANGE
- B) planner's job
- C) planners job,
- D) planners job

stion

necessary
answer you

6

- A) NO CHANGE
- B) current design of the road right now
- C) road as it is now currently designed
- D) current design of the road

A) NO CHANGE

B) For instance,

C) Furthermore,

D) Similarly,

Content: Organization

The writer is considering deleting the underlined sentence. Should the sentence be kept or deleted?

- A) Kept, because it provides supporting evidence about the benefits of walking.
- B) Kept, because it provides an additional example of a community stakeholder with whom transportation planners work.
- C) Deleted, because it blurs the paragraph's focus on the community stakeholders with whom transportation planners work.
- D) Deleted, because it doesn't provide specific examples of what the numerous benefits of walking are.