

FOR TEACHERS ONLY

The University of the State of New York

VOLUME
2 OF 2

DBQ

REGENTS HIGH SCHOOL EXAMINATION

UNITED STATES HISTORY AND GOVERNMENT

Wednesday, August 13, 2008 — 12:30 to 3:30 p.m., only

RATING GUIDE FOR PART III A AND PART III B (DOCUMENT-BASED QUESTION)

Updated information regarding the rating of this examination may be posted on the New York State Education Department's web site during the rating period. Visit the site <http://www.emsc.nysesd.gov/osa/> and select the link "Examination Scoring Information" for any recently posted information regarding this examination. This site should be checked before the rating process for this examination begins and at least one more time before the final scores for the examination are recorded.

Contents of the Rating Guide

For **Part III A** Scaffold (open-ended) questions:

- A question-specific rubric

For **Part III B** (DBQ) essay:

- A content-specific rubric
- Prescored answer papers. Score levels 5 and 1 have two papers each, and score levels 4, 3, and 2 have three papers each. They are ordered by score level from high to low.
- Commentary explaining the specific score awarded to each paper
- Five prescored practice papers

General:

- Test Specifications
- Web addresses for the test-specific conversion chart and teacher evaluation forms

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The University of the State of New York
THE STATE EDUCATION DEPARTMENT
Albany, New York 12234

UNITED STATES HISTORY and GOVERNMENT

Mechanics of Rating

The following procedures are to be used in rating papers for this examination. More detailed directions for the organization of the rating process and procedures for rating the examination are included in the *Information Booklet for Scoring the Regents Examination in Global History and Geography and United States History and Government*.

Rating the Essay Question

- (1) Follow your school's procedures for training raters. This process should include:

Introduction to the task—

- Raters read the task
- Raters identify the answers to the task
- Raters discuss possible answers and summarize expectations for student responses

Introduction to the rubric and anchor papers—

- Trainer leads review of specific rubric with reference to the task
- Trainer reviews procedures for assigning holistic scores, i.e., by matching evidence from the response to the rubric
- Trainer leads review of each anchor paper and commentary

Practice scoring individually—

- Raters score a set of five papers independently without looking at the scores and commentaries provided
- Trainer records scores and leads discussion until the raters feel confident enough to move on to actual rating

- (2) When actual rating begins, each rater should record his or her individual rating for a student's essay on the rating sheet provided, *not* directly on the student's essay or answer sheet. The rater should *not* correct the student's work by making insertions or changes of any kind.
- (3) Each essay must be rated by at least two raters; a third rater will be necessary to resolve scores that differ by more than one point.

Rating the Scaffold (open-ended) Questions

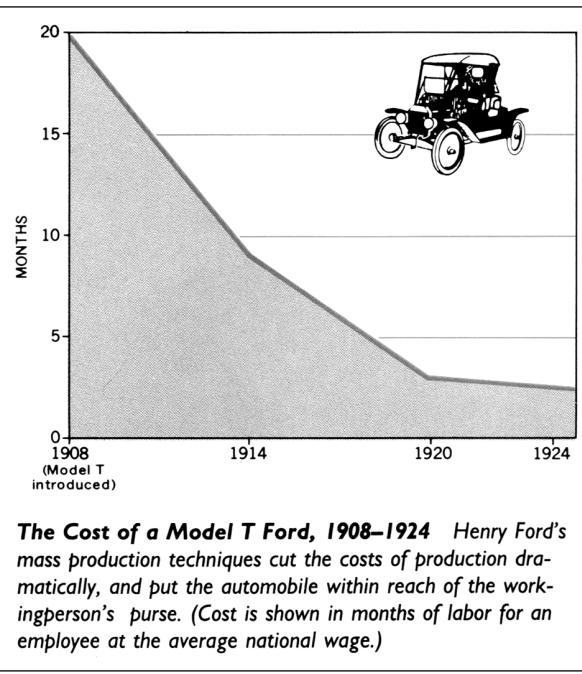
- (1) Follow a similar procedure for training raters.
- (2) The scaffold questions need only be scored by one rater.
- (3) The scores for each scaffold question may be recorded in the student's examination booklet.

The scoring coordinator will be responsible for organizing the movement of papers, calculating a final score for each student's essay, recording that score on the student's Part I answer sheet, and determining the student's final examination score. The conversion chart for this examination is located at <http://www.emsc.nysesd.gov/osa/> and must be used for determining the final examination score.

**United States History and Government
Part A Specific Rubric
Document-Based Question—August 2008**

Document 1

Length of Time an Average American Employee Must Work to Purchase a Car



Source: Bailey and Kennedy, *The American Pageant*, D.C. Heath and Company, 1987

- 1 According to Bailey and Kennedy, how did Henry Ford's mass production techniques influence the cost of the automobile?**

Score of 1:

- States the way Ford's mass production techniques influenced the cost of the automobile according to Bailey and Kennedy
 - Examples:* costs of production decreased; automobiles became more affordable for the working class; it reduced the cost; workers had to work fewer hours to buy a car

Score of 0:

- Incorrect response
 - Examples:* automobiles became more expensive; workers had to work longer hours to buy a car; costs were higher; average national wage decreased
- Vague response that does not answer the question
 - Examples:* Model-T was introduced; cars were purchased; national wage was average
- No response

Document 2

... The result [of buying a car] upon the individual is to break down his sense of values. Whether he will or no, he must spend money at every turn. Having succumbed [given in] to the lure of the car, he is quite helpless thereafter. If a new device will make his automobile run smoother or look better, he attaches that device. If a new polish will make it shine brighter, he buys that polish. If a new idea will give more mileage, or remove carbon, he adopts that new idea. These little costs quickly mount up and in many instances represent the margin of safety between income and outgo. The over-plus [surplus] in the pay envelope, instead of going into the bank as a reserve-fund, goes into automobile expense. Many families live on the brink of danger all the time. They are car-poor. Saving is impossible. The joy of security in the future is sacrificed for the pleasure of the moment. And with the pleasure of the moment is mingled the constant anxiety entailed by living beyond one's means. . . .

Source: William Ashdown, "Confessions of an Automobilist," *Atlantic Monthly*, June 1925

2 According to William Ashdown, what were *two* negative impacts of automobile ownership in 1925?

Score of 2 or 1:

- Award 1 credit (up to a maximum of 2 credits) for each *different* negative impact of automobile ownership in 1925 according to William Ashdown

Examples: people lived beyond their means; extra money went into the car instead of the bank; sense of values was broken down; future security was traded for the pleasure of the moment; families lived on the brink of financial danger; people were car-poor; saving money was impossible

Note: To receive maximum credit, two *different* negative impacts of automobile ownership in 1925 must be stated. For example, *extra money went into the car instead of the bank* and *people spent their extra money on things for the car instead of saving it* is the same negative impact expressed in different words. In this and similar cases, award only **one** credit for this question.

Score of 0:

- Incorrect response
Examples: bank savings increased; money was not needed; it promoted strong values; people had surplus money to spend on their automobile
- Vague response that does not answer the question
Examples: devices were attached; security was a joy; new ideas were adopted; people were helpless
- No response

Document 3

... Massive and internationally competitive, the automobile industry is the largest single manufacturing enterprise in the United States in terms of total value of products and number of employees. One out of every six U.S. businesses depends on the manufacture, distribution, servicing, or use of motor vehicles. The industry is primarily responsible for the growth of steel and rubber production, and is the largest user of machine tools. Specialized manufacturing requirements have driven advances in petroleum refining, paint and plate-glass manufacturing, and other industrial processes. Gasoline, once a waste product to be burned off, is now one of the most valuable commodities in the world. . . .

Source: National Academy of Engineering, 2000

3 Based on this article, state *two* ways the automobile industry has had an impact on the American economy.

Score of 2 or 1:

- Award 1 credit (up to a maximum of 2 credits) for each *different* way the automobile industry has had an impact on the American economy according to this article
 - Examples:* it was primarily responsible for the growth of steel/rubber production; it is the largest single manufacturing enterprise in the United States; one of every six businesses in the United States is related to the automobile; it is the largest single user of machine tools; it helped gasoline become a valuable commodity

Note: To receive maximum credit, two *different* ways the automobile industry had an impact on the American economy must be stated. For example, *automobile has affected many industries* and *specialized manufacturing requirements have driven advances in petroleum refining, paint, and plate-glass manufacturing* are the same way expressed in different words. In this and similar cases, award only **one** credit for this question.

Score of 0:

- Incorrect response
 - Examples:* gasoline is a waste product; one of every six people work in the automobile industry; automobiles are the most valuable commodity in the world
- Vague response that does not answer the question
 - Examples:* motor vehicles are manufactured; industry is massive; industry is responsible; one in every six businesses; it made things better
- No response

Document 4a

... The automobile allowed a completely different pattern. Today there is often a semi-void of residential population at the heart of a large city, surrounded by rings of less and less densely settled suburbs. These suburbs, primarily dependent on the automobile to function, are where the majority of the country's population lives, a fact that has transformed our politics. Every city that had a major-league baseball team in 1950, with the exception only of New York—ever the exception—has had a drastic loss in population within its city limits over the last four and a half decades, sometimes by as much as 50 percent as people have moved outward, thanks to the automobile.

In more recent years the automobile has had a similar effect on the retail commercial sectors of smaller cities and towns, as shopping malls and superstores such as the Home Depot and Wal-Mart have sucked commerce off Main Street and into the surrounding countryside. . . .

Source: John Steele Gordon, "Engine of Liberation," *American Heritage*, November 1996

4a According to John Steele Gordon, what has been *one* impact of the automobile on cities?

Score of 1:

- States an impact of the automobile on cities according to John Steele Gordon

Examples: there is often a semi-void of residential population at the heart of large cities; people moved away from cities; major cities lost population; many people moved from the cities to the suburbs; some retail stores found in cities moved into the surrounding countryside; retail business declined in cities as shopping malls/superstores opened in suburbs

Score of 0:

- Incorrect response

Examples: major-league baseball teams moved to the suburbs; New York City lost population; most people moved into the cities

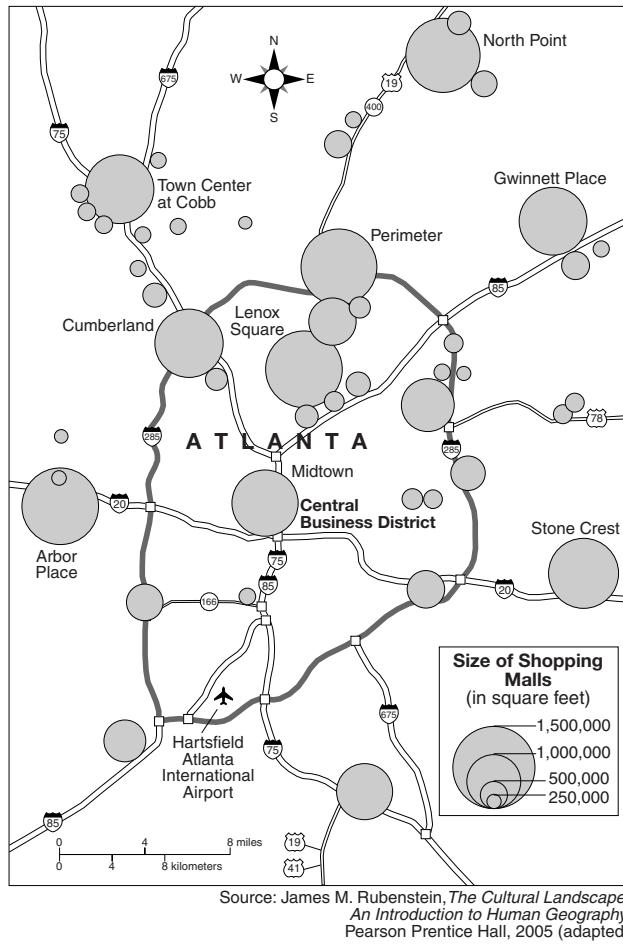
- Vague response that does not answer the question

Examples: there was a different pattern; there were rings of suburbs; effects were similar

- No response

Document 4b

**Shopping Malls and Interstate Highways
in and around the Suburbs of Atlanta, Georgia**



4b Based on the information on this map, what is *one* impact of the automobile on suburbs?

Score of 1:

- States an impact of the automobile on suburbs based on the information on this map

Examples: large and small shopping malls were built away from the central business district; shopping malls were built in the suburbs around Atlanta; there are more shopping malls in the suburbs than in the central business district; people can live and shop in the suburbs; interstates spurred the growth of suburbs/some interstates were built out to the suburbs

Score of 0:

- Incorrect response

Examples: there are no interstate highways in Atlanta; there are no shopping malls in the central business district; airports could not be built in the suburbs; shopping malls are round in Atlanta

- Vague response that does not answer the question

Examples: Hartsfield is an international airport; there are many roads; it made things grow; shopping malls have many sizes/shopping malls are big and small

- No response

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Document 5

. . . What did the automobile mean for the housewife? Unlike public transportation systems, it was convenient. Located right at her doorstep, it could deposit her at the doorstep that she wanted or needed to visit. And unlike the bicycle or her own two feet, the automobile could carry bulky packages as well as several additional people. Acquisition of an automobile therefore meant that a housewife, once she had learned how to drive, could become her own door-to-door delivery service. And as more housewives acquired automobiles, more businessmen discovered the joys of dispensing with [eliminating] delivery services—particularly during the Depression. . . .

Source: Ruth Schwartz Cowan, "Less Work for Mother?", *American Heritage*, September/October 1987

5 According to Ruth Schwartz Cowan, what was *one way* life changed for the American housewife as a result of the automobile?

Score of 1:

- States a way life changed for the American housewife as a result of the automobile according to Ruth Schwartz Cowan

Examples: it made things more convenient; some deliveries to the home were not needed; bulkier packages/additional people could be transported; she could become her own door-to-door delivery service; advantages of automobiles encouraged women to learn to drive

Score of 0:

- Incorrect response

Examples: women could not drive; women no longer rode bicycles; public transportation was at her doorstep; women became delivery men

- Vague response that does not answer the question

Examples: businessmen discovered joy; the Depression ended; her own two feet were no longer used; it changed a lot

- No response

Document 6

The Influence of the Automobile, 1923–1960 (Selected Years)

- 1923** Country Club Plaza, the first shopping center, opens in Kansas City.
- 1924** In November, 16,833 cars cross the St. John's River into Florida, the beginning of winter motor pilgrimages to Florida.
- 1930** Census data suggest that southern cities are becoming more racially segregated as car-owning whites move to suburbs that have no public transportation.
King Kullen, first supermarket, Queens, New York City. Supermarkets are an outgrowth of the auto age, because pedestrians cannot carry large amounts of groceries home.
- 1932** One-room rural schools decline because school districts operate 63,000 school buses in the United States.
- 1956** Car pools enable Montgomery, Alabama, blacks [African Americans] to boycott successfully the local bus company, beginning the modern civil rights movement.
National Defense and Interstate Highway Act passed. President Eisenhower argues: "In case of atomic attack on our cities, the road net [network] must allow quick evacuation of target areas."
- 1957** Sixty-six-year-old gas station operator Harlan Sanders, facing bankruptcy because the interstate has bypassed him, decides to franchise his Kentucky Fried Chicken restaurant.
- 1960** Organization of Petroleum Exporting Countries (OPEC) formed.

Source: Clay McShane, *The Automobile: A Chronology of Its Antecedents, Development, and Impact*, Greenwood Press, 1997 (adapted)

6a According to Clay McShane, what were *two* economic impacts of the automobile on the United States?

Score of 2 or 1:

- Award 1 credit (up to a maximum of 2 credits) for each *different* economic impact of the automobile on the United States as stated in this chart

Examples: led to people spending their time and money in Florida during the winter; interstate highways were built; new businesses opened; some businesses which were not located near interstate highways faced bankruptcy; led to opening of supermarkets; automobile became a factor in the successful boycott of the bus company in Montgomery, Alabama; made the United States vulnerable to OPEC

Note: To receive maximum credit, two *different* impacts of the automobile on the United States as mentioned in this chart must be stated. For example, *some businesses which were not located near interstate highways faced bankruptcy* and *Colonel Sanders faced bankruptcy when the interstate highway bypassed his business* are the same impact expressed in different words. In this and similar cases, award only *one* credit for this question.

Score of 0:

- Incorrect response

Examples: suburbs have no public transportation; King Kullen is the first supermarket; pedestrians carry large amounts of groceries home

- Vague response that does not answer the question

Examples: rivers were crossed; road networks had target areas; public transportation was bankrupted

- No response

6b According to Clay McShane, what was *one* impact of the automobile on race relations in the United States?

Score of 1:

- States an impact of the automobile on race relations in the United States as stated in this chart

Examples: southern cities became more segregated; car pools were used by African Americans to boycott local buses in Montgomery; helped start the civil rights movement

Score of 0:

- Incorrect response

Examples: people moved south; segregation ended; only whites bought cars

- Vague response that does not answer the question

Examples: car pools began; it was a local bus boycott

- No response

Document 7

Minor disruptions have begun to appear in the world oil trade in the wake of the renewal of hostilities between the Arabs and the Israelis, and industry executives and Government officials in many countries are waiting to see whether the Arab states will make a serious attempt to use oil as a weapon in the conflict or any political confrontation that follows. The Egyptians are reported to have attacked Israeli-held oil fields in the occupied Sinai, and if true it would be the most ominous event so far in the oil situation. It would be the first direct attack by either side on oil production facilities in any of the conflicts thus far. If the Israelis retaliate it could mean major disruptions of supplies. . . .

Source: William D. Smith, "Conflict Brings Minor Disruptions in Oil Industry: Arab States' Moves Studied for Clues to Intentions," *New York Times*, October 9, 1973

7 According to William D. Smith, what could be *one* impact of the conflicts in the Middle East on the United States?

Score of 1:

- States what could be an impact of the conflicts in the Middle East on the United States according to William D. Smith
 - Examples:* oil trade/supplies could be disrupted; oil could be used as a weapon against supporters of Israel (United States); there could be a shortage of oil; if oil production facilities are attacked, there could be a shortage of gasoline

Score of 0:

- Incorrect response
 - Examples:* Arabs and Israelis could attack the United States; Israeli could gain oil fields in the Sinai; hostilities between Israel and the United States
- Vague response that does not answer the question
 - Examples:* the oil situation is ominous; it was the first direct attack; hostilities have been renewed; things could change
- No response

Document 8

WASHINGTON, July 17—President Reagan, appealing for cooperation in ending the “crazy quilt of different states’ drinking laws,” today signed legislation that would deny some Federal highway funds to states that keep their drinking age under 21.

At a ceremony in the White House Rose Garden, Mr. Reagan praised as “a great national movement” the efforts to raise the drinking age that began years ago among students and parents.

“We know that drinking, plus driving, spell death and disaster,” Mr. Reagan told visitors on a sweltering afternoon. “We know that people in the 18-to-20 age group are more likely to be in alcohol-related accidents than those in any other age group.”

Mr. Reagan indirectly acknowledged that he once had reservations about a measure that, in effect, seeks to force states to change their policies. In the past, Mr. Reagan has taken the view that certain matters of concern to the states should not be subject to the dictates of the Federal Government.

But in the case of drunken driving, Mr. Reagan said, “The problem is bigger than the individual states.” . . .

Source: Steven R. Weisman, “Reagan Signs Law Linking Federal Aid to Drinking Age,”
New York Times, July 18, 1984

8 According to Steven R. Weisman, what was *one* reason President Reagan signed the law linking federal highway funds to the drinking age?

Score of 1:

- States why President Reagan signed the law linking federal highway funds to the drinking age according to Steven R. Weisman

Examples: people in the 18 to 20 age group were more likely to be in alcohol-related accidents than those in other age groups; drunk driving is a national problem; law would help make drinking laws throughout the nation more consistent; the problem of drinking was bigger than individual states; it would force states to change their laws

Score of 0:

- Incorrect response

Examples: it would keep the drinking age under 21; the national government wanted to outlaw alcohol; alcohol-related accidents were declining

- Vague response that does not answer the question

Examples: states should not be subject to dictates of federal government; Reagan wanted cooperation; it was a great national movement

- No response

Document 9

... After a long and bitter debate, lawmakers in California today [July 2, 2002] passed the nation's strongest legislation to regulate emissions of the main pollutant that can cause warming of the planet's climate, a step that would require automakers to sell cars that give off the least possible amount of heat-trapping gases. . . .

California is the largest market for automobiles in the United States, as well as the state with more serious air pollution problems than any other. Under federal clean air legislation, the state's air quality regulators are allowed to set standards for automobile pollution that are stricter than those imposed by federal law. In the past, many other states have followed California's lead in setting pollution rules on vehicles, and ultimately American automakers have been forced to build cars that meet California's standards and to sell them nationwide. . . .

Source: John H. Cushman Jr., "California Lawmakers Vote to Lower Auto Emissions,"
New York Times, July 2, 2002

9 According to John H. Cushman Jr., what is *one* impact of the automobile on the United States?

Score of 1:

- States an impact of the automobile on the United States according to John H. Cushman Jr.
Examples: its pollutants warm the climate; passage of legislation to regulate emissions; car emissions are one of the main pollutants of the atmosphere; establishment of standards for air quality/states set pollution rules on vehicles; American automakers have been forced to build cars that meet standards for automobile pollution

Score of 0:

- Incorrect response
Examples: California is the largest market for automobiles; American automakers are building fewer cars; states have refused to follow California's lead in setting pollution rules on vehicles
- Vague response that does not answer the question
Examples: it was a long and bitter debate; California passed the nation's strongest legislation; the nation's strongest legislation has been passed; it made things worse
- No response

**United States History and Government
Content-Specific Rubric
Document-Based Question
August 2008**

Historical Context: The automobile has had an important influence on the United States since the early 20th century. Perhaps no other invention has had such a significant impact on production methods, the American landscape, the environment, and American values.

Task: Discuss the political, economic, *and/or* social impacts of the automobile on the United States

Scoring Notes:

1. The response to this document-based question should discuss *at least two* political, economic and/or social impacts of the automobile on the United States.
2. To incorporate the minimum number of documents, most responses will discuss more than two impacts.
3. Any combination of political, economic, and social impacts may be used to address the task.
4. The classification of impacts as political, economic, or social does not need to be specifically identified.
5. In some cases, the same information could be used to address different types of impacts, e.g., the social and economic impact of the automobile on the mobility of the population.
6. For the purposes of meeting the criteria of using *at least five* documents in the response, documents 4a and 4b may be considered as separate documents if the response uses specific facts from each individual document.

Score of 5:

- Thoroughly develops the task evenly and in depth by discussing political, economic, and/or social impacts of the automobile on the United States
- Is more analytical than descriptive (analyzes, evaluates, and/or creates information), e.g., connects widespread ownership of the automobile to environmental activism that led to the passage of the Clean Air Act and the continuation of a national discussion about automobile emissions and their connection to global warming; connects widespread ownership of the automobile and increased gasoline consumption to the effects of foreign policy objectives in the Middle East and the energy crises of the 1970s and 2008 and an increased awareness of the need to explore alternative fuel sources to help decrease United States dependence on foreign sources
- Incorporates relevant information from *at least five* documents (see Key Ideas Chart)
- Incorporates substantial relevant outside information related to impacts of the automobile (see Outside Information Chart)
- Richly supports the theme with many relevant facts, examples, and details, e.g., pollution; Environmental Protection Agency; OPEC; gas lines; oil embargo; 55-mile-per-hour speed limit; ethanol; Amtrak; “park-and-ride” programs
- Demonstrates a logical and clear plan of organization; includes an introduction and a conclusion that are beyond a restatement of the theme

Score of 4:

- Develops the task by discussing political, economic, and/or social impacts of the automobile on the United States but may do so somewhat unevenly such as discussing some impacts more thoroughly than other impacts
- Is both descriptive and analytical (applies, analyzes, evaluates, and/or creates information), e.g., discusses expanding ownership of the automobile and concern about the impact of automobile emissions on cities such as Los Angeles and increasing public interest in the passage of environmental legislation; discusses increasing ownership of the automobile as it relates to gasoline consumption and public awareness of the benefits of fuel-efficient automobiles and finding alternative fuel sources
- Incorporates relevant information from *at least five* documents
- Incorporates relevant outside information
- Supports the theme with relevant facts, examples, and details
- Demonstrates a logical and clear plan of organization; includes an introduction and a conclusion that are beyond a restatement of the theme

Score of 3:

- Develops the task with little depth
- Is more descriptive than analytical (applies, may analyze and/or evaluate information)
- Incorporates some relevant information from some of the documents
- Incorporates limited relevant outside information
- Includes some relevant facts, examples, and details; may include some minor inaccuracies
- Demonstrates a satisfactory plan of organization; includes an introduction and a conclusion that may be a restatement of the theme

Score of 2:

- Minimally develops the task
- Is primarily descriptive; may include faulty, weak, or isolated application or analysis
- Incorporates limited relevant information from the documents *or* consists primarily of relevant information copied from the documents
- Presents little or no relevant outside information
- Includes few relevant facts, examples, and details; may include some inaccuracies
- Demonstrates a general plan of organization; may lack focus; may contain digressions; may not clearly identify which aspect of the task is being addressed; may lack an introduction and/or a conclusion

Score of 1:

- Minimally develops the task
- Is descriptive; may lack understanding, application, or analysis
- Makes vague, unclear references to the documents *or* consists primarily of relevant and irrelevant information copied from the documents
- Presents no relevant outside information
- Includes few relevant facts, examples, or details; may include inaccuracies
- May demonstrate a weakness in organization; may lack focus; may contain digressions; may not clearly identify which aspect of the task is being addressed; may lack an introduction and/or a conclusion

Score of 0:

Fails to develop the task or may only refer to the theme in a general way; *OR* includes no relevant facts, examples, or details; *OR* includes only the historical context and/or task as copied from the test booklet; *OR* includes only entire documents copied from the test booklet; *OR* is illegible; *OR* is a blank paper

Key Ideas from the Documents

Impacts of the Automobile on the United States

Political

Doc 4	Changes in politics because majority of population no longer lived in cities
6	Major factor in passage of National Defense and Interstate Highway Act
7	Disruption of oil supplies because of renewal of hostilities between Arabs and Israelis in 1973
8	Denial of federal highway funds to states that keep drinking age under 21
9	New state and federal regulations regarding auto emissions

Economic

Doc 1	More affordable because of Henry Ford's mass production techniques
2	Saving money difficult because of automobile expenses
3	Largest single manufacturing industry in 2000, responsible for growth of steel and rubber production, largest user of machine tools Advances in petroleum refining, paint and plate-glass manufacturing, and other industrial processes related to the automobile Dependence of many United States businesses on the manufacture, distribution, servicing, or use of motor vehicles Gasoline one of most valuable commodities
4	Shopping malls and superstores moving from the city to the suburbs/rural areas Building of shopping malls near interstate highways
5	Ability to carry bulky packages and additional passengers Less reliance on delivery services
6	Development of shopping centers Increases in travel and supermarkets Establishment of some new businesses near interstates Bankruptcy for some businesses when interstate highways bypassed them Vulnerability of the United States with the formation of OPEC
7	Disruption of oil supplies because of renewal of hostilities between Arabs and Israelis in 1973
9	Major pollutant contributing to warming of the planet's climate Forcing American automakers to build cars that meet new standards for automobile pollution

Social

Doc 4	Lack of residential population at the heart of large cities; majority of population living in suburbs
5	Change in role of housewife Convenience of automobile over public transportation
6	Decline in one-room rural schools More racial segregation in southern cities with movement of car-owning whites to suburbs Contribution of car pools to success of the Montgomery bus boycott
8	Denial of federal highway funds to states that keep drinking age under 21 Likelihood of 18- to 20-year-old age group to be in alcohol-related accidents

Relevant Outside Information

(This list is not all-inclusive.)

Impacts of the Automobile on the United States

Political

Influence of national oil needs on foreign policy objectives
Dependence on foreign oil a national issue for the United States (higher prices and gas station lines in the 1970s as a result of OPEC oil embargo, rising gas prices in 2008, influence of oil company lobby groups; state and federal campaign issue)
National and state legislation as a result of lobbyist activities (consumer advocates, Ralph Nader, MADD, SADD, seat belts, car safety standards)
Environmental concerns reflected in national and state legislative agendas (Environmental Protection Agency, National Energy Act)
Federal government establishing and recommending standards (55-mile-per-hour speed limit, emission standards, fuel-efficient automobiles)

Economic

“Democratization of automobile” because of affordability and installment buying
Role of automobile overproduction in eventual economic downturn in 1929
Creation of job opportunities in related industries (tires, motels, hotels, drive-ins, service stations, tourism, construction, automobile insurance)
Necessity of automobile(s) for suburban living
Opportunities for employment further from home
Additional details of school and church consolidation
Decrease in use of the railroad for public transportation
Increased investments in domestic oil exploration (Texas, Oklahoma, Florida, Alaska, offshore)
Contribution of increased oil prices to inflation (1970s)
Profit for farmers because of increased sales of ethanol
Demand for hybrid/fuel efficient automobiles and alternate fuel sources
Increased and more efficient mass transportation as a result of environmental concerns and high gas prices
Impact of gas-guzzling automobiles/SUVs on price of oil/gasoline (2008)

Social

Less isolation among geographic regions and for rural families
Change in dating rituals
Family members more independent of one another
Contribution to a wider gap between social classes (“white flight”)
Family vacations more common
Automobiles as status symbols (sports cars, SUVs)
Impact of gas prices on lifestyle (travel, food prices)

Without the invention of the automobile industry, the United States would not be the economic world power it is, nor would foreign policy be so concerned with conflicts in the Middle East, nor would so saturated a consumer culture have emerged. From the beginning, with Henry Ford's mass production of the Model-T which made the auto affordable, to today's gasoline shortages and high prices, the invention of the automobile and the growth of the automobile industry has had a powerful effect on national politics, the economy, and the American culture.

The economic effects of the automobile have been evident ever since the Model-T made automobile ownership less expensive and realistic for the average American household (Doc 1). The system of mass production used by Ford was adopted by many other industries, allowing for consumer goods to be produced more cheaply and plentifully. Also, the growth of automobile manufacturing necessitated the growth of other American and foreign industries to supply the auto industry, including steel, rubber, and petroleum. (Doc 3.) New industries meant more job opportunities for both skilled and unskilled workers and for some, a higher standard of living. However, automobiles remained expensive, discouraging low income families from purchasing cars, and also forcing other families to buy on credit, increasing debt and decreasing personal savings (Doc 2). As cars replaced walking

as a major means of transportation, small local food markets were replaced by supermarkets customers drove to, and small shops were replaced by large malls where more goods were bought than could ever have been carried home on foot (Doc 4A). The growth of the highway system also drew people away from businesses located off the path of major highways, but also gave rise to diners, gas stations, and fast food establishments located right off the highway (Doc 4B). Small towns that were not on the path of major highways also suffered and became almost ghost towns. Towns that had once been popular tourist destinations were ignored in favor of towns that were on new highways. Increased automobile use has also given greater economic power to national and foreign oil companies, whose importance and influence can be felt day to day at the gas pump as prices rise and demand for bigger autos such as SUVs shows little sign of slowing. As gas prices have risen, they have become a matter of public debate as Congressmen have called oil industry executives to testify and political parties have questioned the gas tax.

The use of the automobile has also had widespread and varied social consequences. The increase of auto ownership caused by the Model-T innovation was open primarily to the middle and upper class whites, not ~~poor~~ immigrants minority and other economically disadvantaged groups. This allowed whites living in cities to move out of inner city neighborhoods to the suburbs,

where they would continue to commute by car to work in the city (Doc 4A). This so-called "white flight" left poor blacks and other groups in urban neighborhoods and contributed to urban decline (Doc 6). As the tax base decreased, fewer services became available. In the suburbs, the car also changed the role of the American housewife giving her greater mobility, decreasing the dependence on delivery services, but also, in effect, increasing her work load (Doc 5). Taking children to soccer matches, and school and play dates became time-consuming. Suburban families experienced greater mobility as a whole, and took advantage of vacation time to visit other areas of the country, including Florida (Doc 6), which gave rise to the American tourism industry of hotels, motels, theme parks, and campgrounds. However, the automobile has created a crisis of environmental pollution and related health problems. Heavy automobile usage in large cities has led public health officials to be increasingly concerned about people who have lung problems. Cities are investigating ways to reduce smog, such as placing higher taxes on commuters. (Doc 9)

As the demand for gasoline & petroleum products increased with auto ownership, the U.S. government found its policies with regard to foreign relations with oil producers much more important. When OPEC was formed in 1960 (Doc 6), the balance of power shifted because the U.S. could no longer rely solely on

domestic oil sources, and was at the mercy of foreign oil producers like Saudi Arabia, Venezuela, and Kuwait. Conflict in the Middle East, a source of rich oil fields, has become a matter of national interest, increasing the U.S.'s role in foreign politics (Doc 1). The automobile also influenced the power between the state and local government. The creation of the National Defense and Interstate Highway Act under President Dwight D. Eisenhower in 1956 (Doc 2) gave greater control over the states to the federal government, who under the Constitution, could control interstate commerce + appropriate federal aid. President Ronald Reagan took advantage of this power in 1984. He signed a law creating a national drinking age for states who received government funds for highway construction. The federal government has had to take on a new set of responsibilities with regard to auto manufacturing, transport, and licensing as a result of increased private ownership.

The age of the automobile ushered in by the revolutionary Ford Model-T brought with it a shift in American politics, economics, and society. The isolationism prevalent after World War I had to give way to a greater U.S. role in the oil rich Middle East for purposes of enjoying a steady supply of gas. Socially, the gap between the wealthy, predominately white suburbanites, and poor, predominately black or minority urban dwellers became more apparent, illustrated geographically

by the growth of the suburbs. Economically, American industry as a whole took its cue from the auto industry's system of mass production and technological advancement to give the U.S. its place as an industrial world power. American values have changed to include standard automobile ownership, consumerism, and the newfound mobility allotted by ~~the~~ four wheels on a highway and a full (?) tank of gas.

Anchor Level 5-A

The response:

- Thoroughly develops the task evenly and in depth by discussing impacts of the automobile on the United States
- Is more analytical than descriptive (automobiles forced families to buy on credit, increasing debt and decreasing personal savings; highway system drew people away from businesses; increased use of automobile gave greater power to oil companies whose importance can be felt at gas pumps; auto ownership was open primarily to middle and upper class whites, not to poor immigrants, minorities, and other disadvantaged groups; balance of power shifted because United States could no longer rely solely on domestic oil sources and was at mercy of foreign oil producers)
- Incorporates relevant information from all the documents
- Incorporates substantial relevant outside information (new industries meant more job opportunities for both skilled and unskilled workers and for some a higher standard of living; as cars replaced walking, small local food markets were replaced by supermarkets; small towns not on the path of major highways suffered and became almost ghost towns; towns that were once popular tourist destinations were ignored; gas prices continue to rise and demand for bigger cars such as SUVs show little signs of slowing; Congressmen have called oil industry executives to testify and political parties have questioned the gas tax; “white flight” left urban neighborhoods with fewer services as tax base decreased; taking children to soccer matches, school, and play dates became time-consuming; tourism industry increased; heavy use of the automobile has led public health officials to be concerned about lung problems; cities are investigating ways to reduce smog, such as higher taxes on commuters)
- Richly supports the theme with many relevant facts, examples, and details (Henry Ford’s mass production of the Model-T made the automobile more affordable; automobile allowed whites to move out of inner city neighborhoods to suburbs where they would continue to commute by car to work in the city; car changed the role of the American housewife by decreasing her dependence on delivery services; automobile has created a crisis of environmental pollution and related health problems; demand for gasoline and petroleum products increased with auto ownership; United States foreign relations with oil-producing countries became more important; conflict in the Middle East became a matter of national interest because of the oil fields; National Defense and Interstate Highway Act gave the federal government greater control over the states; President Reagan signed a law creating a national drinking age for states who received government funds for highway construction)
- Demonstrates a logical and clear plan of organization; includes an introduction that discusses the impacts of the automobile from Ford’s Model-T to today’s gasoline shortages and high prices and a conclusion that discusses how four wheels on a highway and a full tank of gas have changed American life

Conclusion: Overall, the response fits the criteria for Level 5. Document information and outside historical and contemporary information are woven together in an analytical discussion that demonstrates a solid understanding of the economic, political, and societal shifts that occurred as a result of the automobile. The response effectively discusses the concept that the government has had to adapt its policies to reflect changes brought about by the automobile.

Since the invention of the car, and the later introduction of Henry Ford's affordable Model T in 1908, the automobile industry has changed the economic, political, and social forces of the world. Industry in general, American and world values, and the environment have all been impacted by the car.

Henry Ford, founder of the Ford Motor Company, which now thrives as one of the largest automobile companies in the United States, is remembered as one of the pioneers in modern industrial processes. Through his production of the Model T, he adapted the assembly line, shortening the time and cost of production of an automobile, and leading to other mass produced item. Because of this advance, the automobile suddenly became affordable to the general public, as shown by the change in the amount of time of work needed for an employee to afford a car after the Model T's release (Doc. 1). The automobile industry swelled within the United States, becoming the largest single manufacturing enterprise in America (Doc. 3). Not only did the manufacturing industry that creates the automobile grow, but car-related businesses and industries did too, including the steel, rubber, glass, and paint industries.

The petroleum and gasoline industries have also changed drastically, becoming "black gold," one of the most valuable commodities in the world. Although the first mass produced automobiles didn't have many features or even a consumer-chosen paint color, more modern cars have millions of possibilities, from industry-provided standard parts to aftermarket add-ons. Even in the 1920s, only a little more than a decade after the Model T's introduction to the world, some people complained about the cost that a car took to own and drive, from gasoline to repair costs, and even parts to make the car look and run better, causing workers to live beyond their means (Doc. 2). Workers generally used more money on their automobile than they saved in banks which became a problem as the economy fell into a depression in 1929 and many lost their jobs.

Another major impact of the automobile is in politics, especially foreign ties to the United States. As the automobile industry has caused the gasoline industry to grow and gain in power, so have oil producing countries. In modern warfare, car factories were turned into tank and jeep factories by the government, and oil becomes a war-related product that is to be saved for the military, such as in World War II.

Conflicts in the Middle East often involve the United States, because of American oil interests. One of these conflicts is the Persian Gulf War, in which Iraqi dictator Saddam Hussein claimed the bordering country of Kuwait to be "province 51," and a territory of Iraq. Taking over the country by force, Saddam Hussein captures the nation, and is only pushed back by a United Nations task force, led by the United States in Operation Desert Storm. One of the main reasons for the United States involvement was that Kuwait was a large oil producing nation. Oil was not only needed by the United States but also its allies. Other conflicts, like those between Egypt and Israel, have involved oil (Doc. 7), and in 1960, the organization of Petroleum Exporting Countries was formed. This organization is one of the more important economic organizations of the late 20th century, even contributing to the gas shortage in the 1970s in America and leading to high prices, inflation, and long lines at gas stations. Today their influence on the oil market continues to keep prices high for the American consumer.

In the United States, the social impact of the automobile has by far been the most far-reaching effort of the industry. As more people bought and used cars, suburbs developed. The cars allowed families to live outside of the densely populated

cities, but still work in them. For social and economic reasons, car-owning whites in the south moved to suburbs, which contributed to the racial segregation in the cities. The poor who were left behind had to deal with rising crime rates, sub-standard schools and housing, and pollution. Other than New York City, every major city in the United States has lost population to the suburbs (Doc. 4A). Shopping centers and super markets, both dependant on the automobile for transportation of customers and products, were introduced and became common, especially outside of the city (Doc. 4B). Even the role of the house wife changed to one of driving the family and performing newly designated duties using the car (Doc. 5). The geography of suburban communities required expanded use of automobiles and often led a family to purchase a second car.

These changes that have been brought about through the automobile industry have impacted the United States, and even the world, in many different ways. Societies and cultures have been changed, and the areas of power around the globe have shifted. Even in 2008, almost a century after Henry Ford's first Model T came off the assembly line, the society of the United States is still feeling the effects of the auto industry, from pollution to high gas prices causing politics to shift. Never before has an invention had so much impact on the American way of life.

Anchor Level 5-B

The response:

- Thoroughly develops the task evenly and in depth by discussing impacts of the automobile on the United States
- Is more analytical than descriptive (Ford is remembered as one of the pioneers in modern industrial processes; in the 1920s, some people complained about the cost of owning and driving a car, from gasoline to repair costs and even parts to make the car look and run better; role of the housewife changed to one of driving the family and performing newly designated duties)
- Incorporates relevant information from documents 1, 2, 3, 4, 5, 6, and 7
- Incorporates substantial relevant outside information (Ford Motor Company thrives as one of the largest automobile companies in the United States; Ford's assembly line led to other mass produced items; first automobiles did not have many features; workers generally used more money on their automobile than they saved in banks, and this became a problem as the economy fell into a depression in 1929 and many workers lost their jobs; in World War II, car factories produced tanks and jeeps for the government, and oil became a war-related product that was to be saved for the military; United States involvement in Operation Desert Storm was mainly because Kuwait was a large oil-producing nation; OPEC's influence on the oil market continues to keep prices high for the American consumer; the poor who were left behind in the cities had to deal with rising crime rates, sub-standard schools and housing, and pollution; geography of suburban communities required expanded use of automobiles and often led a family to purchase a second car)
- Richly supports the theme with many relevant facts, examples, and details (Henry Ford founded the Ford Motor Company; Ford adapted the assembly line with his production of the Model-T and shortened the time and cost of production; assembly line helped the automobile become more affordable to the general public; automobile industry became the largest single manufacturing enterprise within the United States; car-related businesses and industries such as the steel, rubber, glass, and paint industries also grew; automobile industry caused the gasoline industry to grow and gain in power as well as oil-producing countries; conflicts in the Middle East often involve the United States because of oil needs and economic interests; OPEC, which was formed in 1960, is one of the more important economic organizations of the late 20th century; suburbs developed as more people bought and used cars; cars allowed families to live outside densely populated cities but still work in them; whites in the South moved to suburbs which contributed to racial segregation in the cities; other than New York City, every major city in the United States lost population to the suburbs; shopping centers and supermarkets were both dependent on the automobile)
- Demonstrates a logical and clear plan of organization; includes an introduction and a conclusion that are somewhat beyond a restatement of the theme

Conclusion: Overall, the response fits the criteria for Level 5. Linking the automobile and its reliance on oil to world affairs and relating it back to domestic implications provides a good overview of the political impact of the automobile. Outside information and good document analysis are used effectively to appraise the economic impacts of the automobile from the founding of the Ford Motor Company to the status of the worker at the start of the Great Depression.

The automobile's invention in a cost effective form in the early twentieth century was monumental to all aspects of society; domestic and foreign policy, the economy, and social values. Politically, the automobile shifted the emphasis of foreign policy in the Middle East during the late twentieth century to the acquisition of oil when we could no longer meet our own needs. In the early twentieth century, both world wars were fought with automobiles playing a large role. Socially, the newfound mobility of an automobile allowed people to move away from civilization but to still be close enough to drive to work in a large city. Also, women were given new freedoms by the mobility of a car. Politically, automobiles gave politicians new ammo to load into the campaigning gun. The impact of the automobile has been unrivaled to the point where just as we depend on food to function, we also depend on the automobile to function as a society.

The last twenty years have been dominated by oil politics. Every day on the news we hear about a new proposal to solve the oil problem. But political crisis involving automobiles have not only been ~~around~~ ^{around} for the last 20 ~~20~~ years. World War I depended on automobiles for the transportation of troops in Europe. World War II and every war after have been dominated by the use of autos to facilitate the transportation of humans, supplies, and of weaponry essential to the continuance of war. The formation of OPEC in 1960 and the US dependence on Middle Eastern oil has focused US foreign policy on the Middle East for decades (Doch). Various

conflicts in the middle east have attracted US attention because of the oil factor. (Doc 7) Not only has the US become dangerously entangled in alliances in the Middle East (we support Israel today, which makes us an enemy of the possibly nuclear Iran), but we have gone as far as fighting a war solely for the purpose of preserving our economic dependence on oil (Persian Gulf, Iraqi freedom). Because of the automobile, the United States political scene, especially foreign policy, has become fundamentally attached to the insurance of a constant supply of oil for our ever hungry cars.

The social impact of the automobile has been even more dramatic than in the political arena. Some believe the automobile has torn apart family values, and made American families financially unstable because of the automobile obsession (Doc 5). Families continue to spend a large proportion of their income on car-related expenses. Insurance costs, gasoline credit-card debt, and new devices such as GPS require large sums of money. The automobile has also caused implicit racial segregation in the cities because the poor Black families cannot move while the wealthier rich families buy cars and move to the suburbs (Doc 4A). Also, the country's population has become more spread out. What used to be a full day horse and buggy ride is now a 30 minute drive on the highway going 75 miles/hour. This has enabled the development of supermarkets for families to buy weeks worth of supplies at a time (Doc 6) and has all but eliminated the need for a main street in town because

shopping centers can be spread all over an area and still be accessible to anyone with a car. (Doc 4B) Living 70 miles from work is possible in this age of automobiles, but before automobiles a 70 mile trek would take 2 days. The automobile has also provided more social freedom to young adults and women. Before autos, both of these groups were stuck in their home and could only have friends that were within walking distance. Now, however, young adults and women can venture from the home and experience a life outside of their house (Doc 5).

Economically, the automobile has changed a number of things. First of all, the automobile and Eisenhower Interstate Highway system (Doc 6) has facilitated driving throughout the entire country. And because there are so many cars on the road, the auto industry has become one of the largest in the world. The auto industry has boosted the business of numerous other supplier industries such as the steel and rubber industries (Doc 3). Not only has the industry itself provided millions of jobs, but the product (trucks, mainly) has provided probably just as many jobs; cross-country truckers, delivery men, race car drivers, everything! The automobile's economic influence has been universal.

The ubiquity of the automobile today is amazing. Everything we do on a day-to-day basis has been influenced by an automobile. Whether it's sitting in our house which was made from materials delivered by a truck, driving to school, fighting a war, or just walking down a road. Everything we see, do, and touch has been influenced in some way by the vast political, economic, and social implications of the automobile.

Anchor Level 4-A

The response:

- Develops the task by discussing impacts of the automobile on the United States
- Is both descriptive and analytical (politically, the automobile shifted emphasis of foreign policy in the Middle East during late 20th century to acquisition of oil; automobile allowed people to move away from civilization and still be close enough to drive to work in a large city; women were given new freedom by mobility of a car; automobiles gave politicians new ammunition to load into their campaign gun; just as we depend on food to function, we also depend on the automobile to function in society; last 20 years have been dominated by oil politics; United States has become fundamentally attached to the insurance of a constant supply of oil for our ever-hungry cars; racial segregation occurred in cities because poor black families could not move while wealthier rich families bought cars and moved to suburbs; what used to be a full-day horse-and-buggy ride is now a thirty-minute drive on the highway; development of supermarkets has enabled families to buy weeks of supplies at a time; automobile has all but eliminated need for a Main Street in town because shopping centers could be spread all over an area and still be accessible to anyone with a car; automobile has also provided more social freedom to young adults and women; interstate highway system has facilitated shipping)
- Incorporates relevant information from documents 2, 3, 4, 5, 6, and 7
- Incorporates relevant outside information (World War I depended on automobiles for transportation of troops in Europe; World War II and every war after has been dominated by the use of automobiles to facilitate the transportation of humans, supplies, and weapons; not only has the United States become dangerously entangled in alliances in the Middle East, but we have gone as far as fighting a war solely for purpose of preserving our economic dependence on oil; our support of Israel makes us an enemy of the possibly nuclear Iran; insurance costs, gasoline credit-card debt, and new devices such as GPS require large sums of money)
- Supports the theme with relevant facts, examples, and details (formation of OPEC in 1960 and United States dependence on Middle Eastern oil has focused United States foreign policy on the Middle East; families continue to spend a large proportion of their income on car-related expenses; automobile has become one of the largest industries in the world; auto industry has bolstered business of numerous other supplier industries, such as steel and rubber)
- Demonstrates a logical and clear plan of organization; includes an introduction that summarizes political and social impacts of the automobile and a conclusion that discusses how the automobile affects us on a daily basis

Conclusion: Overall, the response fits the criteria for Level 4. A good understanding of the historical impact of the automobile is demonstrated by the use of outside information Interpretation of document information is enhanced by analytical statements; however, more facts and details could have been incorporated in the development of these statements.

Since the invention of the automobile in the late 1800's, American culture has been drastically reformed to comply with the ever increasing demands of the auto industry. Many aspects of American life have been altered, including various social and economic portions. Cars, which have been made ever more readily available to the common man (and housewife!!) by the year, have perpetuated a new America, one with different values and standards. One that is both progressive and counterproductive.

Henry Ford could be viewed as a founding father of modern industry. His mass production techniques have influenced more lives than can be imagined. Mass production of the automobile (most notable the Model T Ford) has made personal transportation that is fast and reliable accessible to the majority of Americans (doc. 1). Mass production lowers the ultimate cost of the automobile causing it to be the most affordable to the common man (doc. 1). It could easily be said that Henry Ford made America the nation it is today; a gas guzzling, consumer economy based country with densely populated cities and suburbs.

Suburbs, the home of strip malls, supermarkets, and the minivan, were created because the automobile allowed for the expansion of city limits (doc. 4A). Personal transport made it easier to move out of the city and into more rural areas because there was no longer as much of a reliance upon the public transport systems to get people to and from

work, school, or entertainment venues. Eisenhower's interstate highways supplied alternate means and the option to live outside the hubub and chaos of the inner cities (doc. 6).

With suburbs came the expansion of business. The economy boomed because the automobile created new areas for economic development (doc. 4B). Supermarkets and other shopping centers began appearing across the nation.

Starting with the Country Club Plaza in 1923 (doc. 6.) Housewives of America, rejoice! The automobile created a new method for getting groceries and running kids crosscountry (doc. 5.) The hassle of public transportation had ended and thus began an era of domestic relief among women everywhere. Once again, the automobile has proven to be a life saver and creator by providing new ways to settle and live comfortably.

Along with all the positive aspects of automobile utopia, there were created just as many negative ones. Gasoline and oil have become one of the most wanted and necessary products of American stability (doc. 3.) Oil has become so valuable that it has created a possible danger to the American way of life. One of the nation's sources for oil lies in the Middle East where political controversies could determine whether or not the U.S. and her allies will receive their precious oil (doc. 7.) If an oil embargo were

to develop like it did in the 1970s, a second and more deadly energy crisis would arise causing a major depression in the American economy. In fact, today's economy is suffering from the negative effects of rising fuel costs. Shipping, food costs, tourism, and delivery costs are a major concern for both businesses and families alike.

Another negative aspect of the auto industry is the environmental hazard. With so many fossil fuels being burned to keep America's motors running the risk of overextension of natural resources is taken. Increasing demands for ethanol in gasoline have influenced farmers to sell more of their corn crops to ethanol producers reducing their sales to food producers and leading to increasing food prices. Also, air pollution, and in turn, health risks, are perpetuated by the byproducts of burning oil and gasoline (doc 9.) and have made many American cities hazardous for the elderly and small children.

In some ways, the auto industry has created a successful way of life for the American people. It provides for easy and reliable transport, life in the suburbs and away from the busy inner cities, and the convenience of living our lives at the pace we want to live them. But, it has also created less valuable aspects such as environmental pollution and

governmental and economic vulnerability. Either way, the automobile is a prime focus in American society and way of life.

Anchor Level 4-B

The response:

- Develops the task by discussing impacts of the automobile on the United States
- Is more analytical than descriptive (mass-production techniques have influenced more lives than could be imagined; mass production of the automobile has made personal transportation that is fast, reliable, and accessible to the majority of Americans; Henry Ford made America the nation it is today—a gas guzzling, consumer-based economy with densely populated cities and suburbs; suburbs, home of strip malls, supermarkets, and mini-vans, were created because automobiles allowed for expansion of city limits; there was no longer as much reliance on the public transport systems to get people to and from work, school, or entertainment venues; Eisenhower's interstate highways supplied alternate means and the option to live outside the hubbub and chaos of inner cities; automobile has proven to be a lifesaver and creator by providing new ways to settle and live comfortably; gasoline and oil have become one of most wanted and necessary products for American stability; oil has become so valuable that it has created a possible danger to the American way of life; if an oil embargo were to develop like it did in the 1970s, a second and more deadly energy crisis would arise causing a major depression in the American economy)
- Incorporates relevant information from documents 1, 3, 4, 5, 6, 7, and 9
- Incorporates relevant outside information (Henry Ford could be viewed as a founding father of modern industry; today's economy is suffering from negative effects of rising fuel costs; shipping, food costs, tourism, and delivery costs are a major concern for both businesses and families alike; with so many fossil fuels being burned to keep America's motors running, there is a risk of overextension of natural resources; increasing demands for ethanol and gasoline have influenced farmers to sell more of their corn crops to ethanol producers; pollution has made many American cities hazardous for the elderly and small children)
- Supports the theme with relevant facts, examples, and details (mass production lowered the cost of the automobile, causing it to be affordable to the common man; economy boomed because automobiles created new areas of economic development; Country Club Plaza in 1923; automobile created a new method for getting groceries; one of nation's sources of oil lies in the Middle East where political controversies could determine whether or not the United States and her allies would receive their precious oil; air pollution and health risks are perpetuated by the by-products of burning oil and gasoline)
- Demonstrates a logical and clear plan of organization; includes an introduction that states that the automobile has perpetuated a new America with different values and standards and a conclusion that focuses on the positive and negative influence of the automobile on American society and its way of life

Conclusion: Overall, the response fits the criteria for Level 4. The response makes a strong case for the automobile's role in making a "new America" through the integration of good document analysis and thoughtful commentary. Although more supporting facts and details could be included in the discussion, the outside information regarding the impact of oil on the economy and the environment is adequate.

When the automobile was first introduced, it was considered a luxury only the few could purchase while most remained dependent on the horse for transportation. Yet Henry Ford's use of the assembly line greatly increased the number of Model T cars. Immediately, mass amounts of cars were produced. Model T cars emerged in various colors although eventually, black became the standard color because it dried faster and sped up production. Unaware of the profound impact of the automobile, Americans clamored for the automobile, now within range of the common man's purse. The automobile had ~~sug~~ significant impacts on the American economy, cities, suburbs, and the population.

Upon the introduction of the automobile, many changes were implemented on the American economy, cities, and suburbs. The first effect of Ford's Model T cars was the cutting of "the costs of production" and thereby allowing the common man to buy an automobile (Doc 1). As more cars were produced, the rubber and steel industries boomed and the automobile industry became "the largest single manufacturing enterprise" (Doc. 3). With so many people depending on the car for jobs and transportation, the American landscape changed dramatically. Interstate highways were erected to allow Americans to travel with ease. (Doc 4B). With more people moving to the suburbs, shopping malls of varying sizes and supermarkets were established to allow ~~peo~~ people to shop for food and clothes by faster means (Doc. 6) Furthermore, the automobile could accommodate more groceries and also allowed

people to travel farther, such as over St. John's River to Florida. Going on family vacations became an annual event. ~~the~~ The automobile influenced the development of highways, supermarkets, and shopping malls.

While many significant and positive events occurred economically, the automobile greatly changed politics. Since more people were moving to the suburbs, politicians had to campaign more aggressively in the suburbs (when they initially had concentrated their efforts in the cities). With increasing number of purchased automobiles, the American dependence on oil forced politicians to be wary of Arab-Israeli conflicts. Continuing wars between the Arabs and Israelites could disrupt the flow of oil to the United States (Doc. 7) This was evidenced by the oil embargo in the 1970s, forcing Americans to carpool, buy oil only on certain days, or not drive at all due to increased fuel prices. As a result, OPEC was formed to control the price of oil, thus hurting Americans if OPEC increased the price of oil. Arab-Israeli conflict continued when Americans tried to protect Israelites, who ended up having no oil after they lost the Sinai. Furthermore, the American federal government under Reagan pressured states to raise the drinking age to prevent the deaths of the 18-20 year old kids who might die due to drunk driving (Doc 8). The federal and state governments have or should become more active in controlling health problems due to automobiles,

pollution, and traffic congestion (Doc 2). Regulations regarding auto emissions and more money spent on improving mass transit systems have begun to make a difference in urban areas across the nation.

Social impacts have also occurred due to the automobile. Since more people are moving to the suburbs, the population of cities has decreased (Doc 4A). Americans are often accused of ignoring traditional values because they are constantly tempted to spend money to upgrade their automobile, and thus do not save their money (Doc 2). While more whites initially moved to the suburbs, there was increased segregation as more African Americans remained in the cities (at first) (Doc 1e). Housewives liked the automobile as it allowed them to travel about; carry more groceries, and generally be more mobile. Women were no longer confined to their homes.

When the automobile was first produced, few realized the vast changes it would have on the American landscape, population, American values, and the environment. One immediate result was the increase of steel and rubber and the automobile industry. With the shift of population to the suburbs, segregation and the civil rights movement arose. The government, realizing that it needed to act, passed discriminatory laws and became more involved in Arab-Israeli affairs. The automobile greatly altered the American landscape, economy, and environment.

Anchor Level 4-C

The response:

- Develops the task by discussing impacts of the automobile on the United States
- Is both descriptive and analytical (with so many people depending on the car for jobs and transportation, American landscape changed dramatically; increasing sales of automobiles meant more dependence on oil and forced politicians to be wary of Arab-Israeli conflicts; federal and state governments have become more active in controlling health problems due to automobiles; regulations regarding auto emissions and more money spent on improving mass transit systems have begun to make a difference in urban areas across the nation; Americans are often accused of ignoring traditional values because they are constantly tempted to spend money to upgrade their automobile and not save money; while more whites initially moved to the suburbs, there was increased segregation as more African Americans remained in the cities; automobiles allowed women to travel about, carry more groceries, and generally be more mobile)
- Incorporates relevant information from all the documents
- Incorporates relevant outside information (when automobiles were first introduced, many continued to rely on the horse for transportation; Model-T cars emerged in various colors, although eventually black became the standard color because it dried faster and sped up production; family vacations became an annual event; politicians, who initially concentrated their efforts in cities, now had to campaign more aggressively in suburbs; oil embargo in 1970s forced Americans to carpool, buy oil only on certain days, or not drive at all; OPEC was formed to control the price of oil, thus hurting Americans if the price of oil increased; Arab-Israeli conflict continued when Americans tried to protect Israelites who ended up having no oil when they lost the Sinai)
- Supports the theme with relevant facts, examples, and details (Henry Ford's application of the assembly line greatly increased number of Model-Ts; rubber and steel industries boomed and automobile industry became largest single manufacturing enterprise; interstate highways were erected to allow Americans to travel with ease; with more people moving to suburbs, shopping malls of various sizes and supermarkets were established; automobiles could accommodate more groceries and also allowed people to travel further; continuing wars between Arabs and Israelites disrupted the flow of oil to the United States; federal government under President Reagan pressured states to raise drinking age to prevent deaths of 18- to 20-year-old kids; population of cities has decreased as more people moved to suburbs)
- Demonstrates a logical and clear plan of organization; includes an introduction that notes the automobile was first considered a luxury but that the assembly line put it within range of the common man's purse and a conclusion that summarizes some of the vast changes brought about by the automobile

Conclusion: Overall, the response fits the criteria for Level 4. The evaluation of the automobile's social and economic impacts relies primarily on document interpretation and includes few references to outside information. However, a good understanding of the automobile's influence on American politics and the increased role of federal and state governments supports the premise that few initially understood the profound impact that the automobile would have.

There is no greater invention, as far as global change is concerned, than the automobile. The changes it brought about were not only physical, but political and economical.

Prior to 1908, the automobile was too expensive to be practical to anyone but the most wealthy. Once Henry Ford created his assembly line process of construction, vehicles became easier to make and the price steadily went down over the years (Doc 1). Ford's innovative method of construction was a great boon to the lives of many families, for he employed hundreds of people and paid well for their labor. This sudden financial jump allowed these families to spend more and thus the money was distributed over a great area. However, for automobile owners, who could have any color they wanted as long as it was black, the economic changes could easily become deleterious. Money that would have gone to savings was now spent on the automobile, gasoline, modifications, and more cost the owner more at every turn (Doc 2).

The automobile had far flung economic impacts as well, oil producing countries suddenly became rich and the industries that provided raw materials to the manufacturers grew and developed many advancements in technology and production (Doc 3). Within our own borders citizens found a new way to spend their money with the advent of shopping centers and supermarkets. These could now be placed in outside locations and were practical because the automobile could carry large ~~more~~ amounts of goods (Doc 4).

Because the United States did (and does) not have enough petroleum to supply our fuel needs, it needed to make nice with the nations that did. Unfortunately, the region with the most oil is very volatile and diplomatic discussions are often strained (Doc 7). In some cases, diplomacy has been abandoned altogether and armed conflict occurs, such as the Gulf Wars. The possession of oil has united some countries, to a point, to work together under the banner of OPEC or

the Organization of Petroleum Exporting Countries (Doc 6). All ~~of~~ of these countries are located in the Middle East with the exception of Venezuela. They have become one of the most powerful organizations around and many political proceedings are centered on them. This shift in global policy would not have occurred if not for the explosion of automobile production in the early 1900's.

In conclusion, the automobile was an enormous catalyst of change in America, affecting cash flow, diplomatic relations, and not to mention the physical landscape. Without the practical production of the automobile, the United States would not have reached the state it is in today.

Anchor Level 3-A

The response:

- Develops the task with little depth by discussing impacts of the automobile on the United States
- Is both descriptive and analytical (Ford's innovative method of construction was a great boon to the lives of many families because he employed hundreds of people and paid them well; the automobile costs the owner more at every turn; with the advent of shopping centers and supermarkets, citizens found a new way to spend money; unfortunately, the region with the most oil is very volatile, and diplomatic discussions are often strained; shift in global policy would not have occurred without the explosion of automobile production in the early 1900s); includes weak application (automobile owners could have any color they wanted as long as it was black)
- Incorporates some relevant information from documents 1, 2, 3, 4, 5, 6, and 7
- Incorporates some relevant outside information (prior to 1908, the automobile was too expensive to be practical to anyone but the most wealthy; oil-producing countries suddenly became rich; because the United States did not have enough petroleum to supply our fuel needs, it needed to make nice with the nations that did; in some cases, diplomacy has been abandoned altogether and armed conflict has occurred, such as in the Gulf Wars; possession of oil has united some countries to work together under the banner of OPEC; OPEC has become one of the world's most powerful organizations)
- Includes some relevant facts, examples, and details (once Henry Ford created his assembly line process of production, vehicles became easier to make and the price steadily went down; money that would have gone to savings was now spent on the automobile, gasoline, and modifications; industries that provided raw materials to the automobile manufacturers grew and developed many advancements in technology and production; the automobile was practical because it could carry large amounts of goods); includes a minor inaccuracy (all of the OPEC countries are located in the Middle East with the exception of Venezuela)
- Demonstrates a satisfactory plan of organization; includes an introduction that is a restatement of the theme and a conclusion that is beyond a restatement of the theme

Conclusion: Overall, the response fits the criteria for Level 3. The response successfully demonstrates the evolution of the automobile from its original impracticality to its ownership becoming a necessity. Relevant outside historical information used in the discussion of global policy balances the primarily document-driven information used in assessing the economic impact of the automobile.

The advent of the automobile had many effects on American political, economic and social life. It was popularized by Henry Ford's Model T, which used mass production to make it available to almost everyone. After that, the industry grew rapidly until automobiles were a part of the daily life of this country. Automobiles had the effect of changing the ~~status quo~~ ^{of the} social, economic and political ways of America.

The automobile had many effects on the social structure of America. It made class distinctions much more apparent. In general, people of the lower class could not afford automobiles. They needed to live in the cities, where there was readily available public transportation. (Doc 4e). This heightened class distinctions, and in the south especially, race distinctions. From the 30's and on, the cities became the home of ~~the~~ the lower class, while upper class people could afford to live in the suburbs. Cars brought about the ability to cover large distances quickly and conveniently, and allowed for new residential districts to be much farther from commercial centers. This resulted in the rise of the suburbs and later, the shopping mall. Americans could drive to one area outside of the city and do all their shopping; (Doc 4A + 4B) The rise of the car also gave suburban housewives more independence (Doc. 5). Instead of being stuck at home, she could visit friends, go shopping or drive her children to and from school. All these effects gave rise to the stereotypical image of '50s suburban culture. No longer was the heart of America in the cities - now it was in the suburbs.

The economic effects of the automobile became readily apparent as well. Due to the good economy and the increased efficiency of producing an automobile, they were easily affordable by the 1920's (Doc 1). ~~Because~~ Almost everyone could afford the initial price, but the unseen maintenance costs channelled every automobile owning persons ~~&~~ surplus income into the car industry (Doc 2). This large amount of money into the industry ~~&~~ helped America to become an automobile based economy (Document 3). Out of every 6 businesses in America relied on the car industry in the year 2000. The importance of gasoline rose with the importance of the car industry. What used to be a waste product had quickly turned into a commodity of world importance. OPEC, or the Organization of Petroleum Exporting Countries was founded in 1960 to centralize ~~the~~ oil exports. The countries in OPEC quickly found out that the United States was very dependent on the oil they sold, and raised their prices in the ~~the~~ 1970's to get the most money they could. This was after conflicts between the Arabs and the Israeli disrupted oil supplies and raised the prices of gasoline in the United States (Doc 7). The United States entered the Gulf War to protect their oil interests in the Middle East. The rise of the automobile had the effect of making the U.S. economy ~~&~~ greatly dependent on other country's for their export of oil.

The suburban culture of the 50's was caused by the use of the automobile. It also affected the economy of the United States by causing dependence of foreign oil. The use of the automobile started with Henry Ford and continued on into the present. It greatly changed the economic and social life of the United States of America.

Anchor Level 3-B

The response:

- Develops the task with little depth by discussing impacts of the automobile on the United States
- Is both descriptive and analytical (automobile had many effects on the social structure of America by making class distinctions more apparent; people of the lower class could not afford automobiles and needed to live in cities where there was readily available public transportation; the automobile heightened race distinctions, especially in the South; with cars, large distances could be covered quickly and conveniently; no longer was the heart of America in the cities, it was in the suburbs; increased efficiency of producing an automobile made it more affordable; importance of gasoline rose with the importance of the car industry; what used to be a waste product quickly turned into a commodity of world importance; automobile had the effect of making the United States economy dependent on other countries for oil); includes weak and faulty application (unseen maintenance costs channeled every automobile-owning person's surplus income into the car industry; countries in OPEC quickly found out that the United States was very dependent on the oil they sold and raised their prices in the 1970s to get the most money they could)
- Incorporates some relevant information from documents 1, 2, 3, 4, 5, 6, and 7
- Incorporates limited relevant outside information (automobile gave rise to the stereotypical image of the '50s suburban culture; America became an automobile-based economy; the United States entered the Gulf War to protect their oil interests in the Middle East)
- Includes some relevant facts, examples, and details (automobile allowed new residential districts to be further from commercial centers; automobile resulted in the rise of suburbs and later the shopping mall; Americans could drive to areas outside the city and do all their shopping; one out of every six businesses in America relied on the car industry in the year 2000; conflicts between the Arabs and the Israelis disrupted oil supplies and raised the prices of gasoline in the United States)
- Demonstrates a satisfactory plan of organization; includes an introduction and a conclusion that are beyond a restatement of the theme

Conclusion: Overall, the response fits the criteria for Level 3. Document information serves as a catalyst for discussing ideas; however, scattered overgeneralizations detract from the response. Some outside references are integrated and demonstrate an understanding of the automobile's role in the population shift to the suburbs and United States dependence on foreign oil.

The development of the automobile in the United States^(US) was an invention that would forever change society. Its impact on the US has influenced change in all the political, social, and economic areas. Based on the gradual development of production methods, American landscape, environment, and American values.

Politically the automobile has shaped foreign policies as well as laws and regulations within the US itself. The ongoing conflict taking place in the Middle East has gotten the US involved based on the possibility that the distribution of oil could be disrupted. The reason for the US being so interested in this conflict is that the resource of oil is essential for the ^{functioning of the} automobile ~~enthus~~ (doc. 7). The US' interest in the conservation of good relations has developed a foreign policy to become increasingly involved in the Middle East. An issue relating to the automobile that pertains to national policy was brought into view of the public eye when the drinking age was being discussed. The automobile influenced many people, including President Reagan, to increase the drinking age because the automobile has been the leading cause to all the accidents taking place when alcohol is involved. (doc. 8). The overall production of automobiles has forced the US to develop politics and policies around this invention that has become part of ^{people's} everyday life.

The automobile has shaped American life socially by causing there to be a shift in roles of a housewife and allow traveling to become less of a hassle while providing more options of things to do. As a housewife before the invention of the automobile, women were unable to get much done by being only able to carry a limited amount of objects from one place to another. With the automobile women were able to carry an assortment of packages. Also, women were able to get around easier having a car at their disposal, without having to wait for public transportation, (Doc. 5). With the eventual addition of interstate highways places were easily accessible, such as shopping malls. Getting to and from places became less of a hassle with President Eisenhower's Highway system being established (Doc. 4B). The invention of the automobile added a sense of ease when it came to doing chores or getting from one place to the next, automobiles gradually raised the standard of living by making daily tasks a little bit easier.

~~Economically~~, the automobile unfortunately had somewhat of a negative impact on American society as well. Economically the automobile led to the inability for people to measure their values. Once a car was purchased the individual dad

walked over the threshold for an endless amount of spending. This meant once a car was purchased, the individual would not just stop there, but would continue to blow money on accessories for the car. All common sense would ~~be~~ dissipate as extra money earned at work was not put aside for a reserve fund for emergencies, but would be put towards additional parts for the car.

This would ultimately put families on the fringe for a disaster waiting to happen. Another negative aspect taken from ~~the~~ ^(ex. 2) analysis of the car is the fact it is leading to pollution of the environment. As the years go by the population increases more and more and ~~Cars~~ cars are being created for each individual. The by products that are released ~~by~~ cars are hazardous to the environment, leading to the gradual destruction of nature. To prevent this, carpooling, ~~and~~ encouraging public transportation, hybrid cars have been brought to the attention of the public. Hopefully these negative aspects of automobiles can be ignored and possibly be eliminated from the potential to get any worse. (ex. 9).

After looking beyond the fact that cars cause reckless spending, alcohol related accidents, and potential destruction of nature, ~~the~~ automobile has stepped America into the nation's today. From the present standpoint

on the economy, it is pretty safe to say that the US is in good shape. The automobile has ultimately made ~~task~~ of life easier by ridding those once arduous tasks of getting around. Also millions of jobs have been created based on the involvement of automobiles (Doc. 3). If automobiles were not invented suburbs and towns that are distant from cities would never have been established. Without automobiles the people in the United States would be living on a whole different realm that would ultimately have a low standard of living.

Anchor Level 3-C

The response:

- Develops the task with little depth by discussing impacts of the automobile on the United States
- Is both descriptive and analytical (politically, the automobile has shaped foreign policies as well as laws and regulations within the United States itself; the United States has become involved in ongoing conflicts in the Middle East because of the possibility that the distribution of oil could be disrupted; automobiles have become part of people's everyday life; women could get around easier with a car at their disposal when they did not have to wait for public transportation; with the eventual addition of President Eisenhower's interstate highways, places were easily accessible; if automobiles were not invented, suburbs and towns that are distant from cities would never have been established); includes weak and faulty application (automobiles gradually raised the standard of living by making daily tasks easier; economically, the automobile led to the inability of people to measure their values; all common sense would dissipate as extra money earned at work was not put aside for emergencies, but would be put towards additional parts for the car; as population increases, more and more cars are being created for each individual; millions of jobs have been created based on the involvement of automobiles)
- Incorporates some relevant information from documents 2, 3, 4, 5, 7, 8, and 9
- Incorporates limited relevant outside information (the United States' interest in the conservation of good relations has led to increasing involvement in the Middle East; by-products that are released by cars are hazardous to the environment, leading to gradual destruction of nature; carpooling, encouraging public transportation, and hybrid cars have been brought to the attention of the public)
- Includes some relevant facts, examples, and details (oil is essential for the functioning of the automobile; automobile-related accidents influenced many people, including President Reagan to increase the drinking age; automobile led to a shift in the roles of the housewife; before the invention of the automobile, women could only carry a limited amount of objects from one place to another; automobile has led to pollution of the environment)
- Demonstrates a satisfactory plan of organization; includes an introduction that is a restatement of the theme and a conclusion that is beyond a restatement of the theme

Conclusion: Overall, the response fits the criteria for Level 3. Statements that reflect a good understanding of the task are combined with over-generalized statements that weaken the discussion. Document interpretation and analysis are integrated with many facts and details to link the automobile to foreign and domestic policy as well as the changing role of women.

The invention of the automobile ~~has had a~~ in the 20th century has had a lasting impact on American Social, Political, and economic policies. The automobile has greatly changed almost every aspect of American life; some ^{changes} for the better, some for the worse. Through the introduction of the automobile into American life American landscape, ~~and~~ values, and health of the environment have all been affected.

Economically, the American System has been shaken up completely. While in the early 20th century skilled craftsmen were highly valued for their work, ~~the auto~~ Henry Ford introduced the assembly line method of manufacturing (~~doc.~~). This greatly decreased the price of the automobile and put many skilled laborers out of work (doc. 1). American businesses have also felt the impact of American ~~investments~~ investments in the automobile industry. Every one-sixth of American ~~businesses~~ businesses depend on the usage of automobiles to keep their businesses flourishing (doc. 3). The usage of automobiles have widely influenced the economic system of the United States whether it be in new ways of production or in American businesses dependence on the usage of ~~automobiles~~ Automobiles.
Societally, Automobiles ~~etc~~

Automobiles have widely ~~impacted~~ impacted

the American Way of life. Previous to the 20th century housewives were confined to the home. With the introduction of the automobile women find it easier to visit friends and deliver goods (doc.5). Other major social impacts stemming from the usage of automobiles is the increase in racial segregation. More southern cities became racially divided due to the increase in automobile-owning whites moving to cities with no public transportation (doc.6). The social aspects of American life ranged from more power to women to an increase in racial Segregation in the South. All in all, the social impact of the introduction of the automobile widely impacted the way of life in America.

④ In the political sector of the United States, American automobile usage has become a wide source of conflict. For example in the 1970's and even through today, Arab countries have used oil and petroleum products as a weapon. ~~and~~ the Arab countries have held their oil fields ransom and have prevented other countries from gaining too much access (doc.7). The Arab countries have on numerous occasions threatened to cut off other countries access to their oil. ~~Other sources of~~ Another source of political concern with automobiles is pollution (doc.8). With an increase in families owning numerous automobiles the amount of pollution has also increased.

In cities like San Francisco pollution is so thick that a "smog" rests over the city. All in all the usage of automobiles has created increased political angst in the United States.

The usage of Automobiles has widely impacted the United States politically, socially, and economically. Political aspects come from conflict over foreign oil and pollution. Social aspects stem from the movement of housewives out of the home and an increase in racial segregation in the South in the 1960's. Economically the new production method introduced by Henry Ford has not only impacted the automobile industry but other industries as well. All in all, American life has been impacted on many different fronts, both positively & negatively by the introduction of the Automobiles in the 20th century.

Anchor Level 2-A

The response:

- Minimally develops the task by discussing impacts of the automobile on the United States
- Is primarily descriptive (many skilled laborers were put out of work by Ford's assembly line; investments in the automobile industry affected other American businesses; one-sixth of American businesses depended on automobiles to keep their businesses flourishing; automobiles have widely influenced the economic system of the United States both in production and business use; the automobile made it easier for women to visit friends and deliver goods; in the 1970s and even today, Arab countries have used oil and petroleum products as a weapon; automobiles have created increased political angst in the United States); includes faulty and weak application (more southern cities became racially divided due to an increase in automobile-owning whites moving to cities with no public transportation)
- Incorporates limited relevant information from documents 1, 3, 5, 7, and 9
- Presents little relevant outside information (Arab countries have on numerous occasions threatened to cut off access to oil; an increase in families owning numerous automobiles increases the amount of pollution)
- Includes few relevant facts, examples, and details (Henry Ford introduced the assembly line method of manufacturing, which greatly decreased the price of the automobile; increase in racial segregation); includes an inaccuracy (in cities like San Francisco, pollution is so thick that a "smog" rests over the city)
- Demonstrates a general plan of organization; includes an introduction that is somewhat beyond a restatement of the theme and a conclusion that summarizes political, social, and economic impacts of the automobile on the United States

Conclusion: Overall, the response fits the criteria for Level 2. A few analytical statements and the inclusion of some historical references demonstrate some understanding of the automobile's influence on American society. While accurate document information is used to discuss economic, social, and political impacts of the automobile, summary statements throughout the response are weak. The limited supporting details further weaken the response.

The automobile has had a tremendous impact on American Society in the 20th century and it is continuing to grow in the 21st century. The automobile brought about many changes in the ~~United States~~
~~United States~~
~~including political, economical, and social changes.~~ The automobile is possibly the most influential object in the world today.

The production of the automobile has led to a shift from the majority of people living in cities to a majority living in the suburbs around the city. (Doc. 4A) This has led to a major population decline in ~~most~~ almost all U.S. cities. This change also ^{created} ~~had~~ a major increase in segregation as many whites moved to the suburbs while most blacks ~~remained~~ ~~moved~~ in the city. Suburbs continued to grow while cities shrunk in population. (Doc. 4A) (Doc. 6)

Another major effect of the use of cars is the large amount of deaths that are the result of drunk driving accidents. This led to the ~~new~~ federal government reducing funds to states who did not raise the drinking age to 21. Studies showed that before the drinking age was raised most drunk driving accidents occurred to people ages 18-20. (Doc. 8) Even with the ^{Rising of the} ~~new~~ ~~adult~~ drinkers use many accidents still occur ~~with~~ involving drunk drivers leading to many deaths.

The automobile has had a great positive effect in that it has increased the many industries involved in the automobile field. It has increased the growth of steel and rubber production, print manufacturing, paint and plate glass manufacturing and has increased the value of gasoline. (Doc. 3)

The increasing popularity and accessibility may not be ~~benefit~~
to the environment. As more drivers take to the road the pollution increases
ultimately hurting our environment. As ~~the automobile grows in~~ population in
~~developing nations~~ the pollution grows as well. ~~Stricter pollution laws or~~
~~increased car prices will have to be created~~ or the pollution of the
world will ~~continue~~ to increase. Also the supply of oil is being lowered
and the prices will continue to rise as more drivers own cars and
drive more often. (D... 9).

The automobile has influenced America ~~and the world~~
the way no other object can. It has helped the industries
involved in building automobiles yet it has polluted our earth and
taken many lives through accidents. The automobile has had both positive
and negative effects on the world and will continue to do so until
a new, safer ~~more~~ ~~safe~~ form of travel is developed.

Anchor Level 2-B

The response:

- Minimally develops the task by discussing impacts of the automobile on the United States
- Is primarily descriptive (shift in population created a major increase in segregation as many whites moved to the suburbs while most blacks remained in the cities; studies showed that before the drinking age was raised, most drunk-driving accidents occurred to people ages 18 to 20; even with the raising of the drinking age, many accidents still occur involving drunk drivers; increasing popularity and affordability of the automobile may not be beneficial to the environment; as more drivers take to the road, pollution increases; supply of oil is being lowered and prices will continue to rise as more drivers own cars and drive more often); includes weak application (stricter pollution laws or increased car prices will have to be created, or the pollution of the world will continue to increase)
- Incorporates limited relevant information from documents 3, 4, 6, 8, and 9
- Presents no relevant outside information
- Includes some relevant facts, examples, and details (production of the automobile has led to a shift from the majority of the people living in cities to a majority living in the suburbs; automobile has led to a major population decline in almost all United States cities; federal government reduced funds to states that did not raise the drinking age to 21; number of industries involved in the automobile field has increased)
- Demonstrates a general plan of organization; includes an introduction that restates the theme and a conclusion that illustrates the positive and negative effects of the automobile

Conclusion: Overall, the response fits the criteria for Level 2. Although linking the affordability of the automobile to pollution and the supply of gasoline to rising prices strengthens the response, a lack of supporting historical details detracts from the response. The limited discussion of document information demonstrates only a basic understanding of the task.

Since the invention of automobiles many aspects of the United States economy has changed; economical, political and socially. It has had one of the greatest impacts on American culture. Some of the things it has impacted are the amount of money consumers spend, where people go and what they do, ^{the effect of other industries and American landscape.} ~~and the decisions the government makes~~ on the prices of things such as gasoline.

The invention of the automobile has increased consumer spending greatly. Instead of saving their money, Americans are spending more, especially on their cars. They are buying more gasoline and things to make their cars look better (Doc 2). Americans can also travel to many places faster. Housewives are able to carry many people around and deliver packages, which has also caused a decrease in delivery men (Doc 5). Since Americans have more leisure time they can go to shopping malls and spend money (Doc 48). The production of the automobile has overall helped the economy because consumers are buying more instead of saving their money.

The automobile has also helped many other industries as well. The industry has been said to be the largest single manufacturing enterprise in the United States. This is because it has increased the production in companies

Such as steel, rubber and gasoline. ~~(Doc 2)~~ Because ~~so~~ or people are needed to operate those businesses it also helps in employing many people (Doc 3). If any one industry has had an effect on ~~the~~ economy it would definitely be the automobile.

Since Henry Ford invented the automobile in the early 1900's it has changed the overall American landscape. Houses now have garages to put cars in. Roads and highways were built for cars to travel on. It has also caused many people to move from the ~~suburbs~~ ^{Cities} to the suburbs because it is simply more leisurely. ^(Doc 6) Moving to the suburbs became the American Dream during the 1950's after World War II when there were more families together. Because of the change in landscape it also effected United States Culture. It segregated whites and African Americans even more.

It is very clear that since the invention of the automobile many things have changed. Whether it be economically, politically or socially it has had an impact both positive and negative, that has changed society forever.

Anchor Level 2-C

The response:

- Minimally develops the task by discussing impacts of the automobile on the United States
- Is primarily descriptive (invention of the automobile has greatly increased consumer spending; automobile production has led to increases in other industries, which has increased employment; automobile segregated whites and African Americans even more)
- Incorporates limited relevant information from documents 2, 3, 4, 5, and 6
- Presents little relevant outside information (houses now have garages to put cars in; roads and highways were built for cars to travel on; moving to the suburbs became the American Dream during the 1950s; automobile changed American culture)
- Includes few relevant facts, examples, and details (instead of saving money, Americans are spending more on their cars; Americans are buying more gasoline and things to make their cars look better; Americans can travel to many places faster; housewives are able to carry people around and deliver packages; automobile industry is said to be the largest single manufacturing enterprise in the United States); includes an inaccuracy (Henry Ford invented the automobile in the early 1900s)
- Demonstrates a general plan of organization; includes an introduction and a conclusion that are a restatement of the theme

Conclusion: Overall, the response fits the criteria for Level 2. A connection is established between the economy and consumer spending related to the automobile and the automobile's role in the 1950s American dream of suburban living. However, specific references to how the automobile affected the American landscape are brief and minimally developed.

The invention of the automobile has changed the United States in many ways. The way the United States produce goods has changed greatly. Politics revolve around the automobiles. The social values have changed as ~~has~~ the ~~economic~~ economy as well.

The economy relies on the Automobile. One out of every six American businesses rely on the automobile in one way or another. The Automobile industry also employs ~~more~~ ^{more} people than any other industry. (Document 3)
The Automobile has also changed peoples lifestyles. Before the automobile people lived in major cities which were very densely populated due to the fact ~~that~~ that people worked there. The Automobile introduced suburbs. People could travel to work with ease. This spread population out.
(document 4.)

So in conclusion, the Automobile has been the greatest invention in United States history. It has done so much good for the country.

Anchor Level 1-A

The response:

- Minimally develops the task by discussing impacts of the automobile on the United States
- Is descriptive (one of every six American businesses relied on the automobile in one way or another; automobiles have changed people's lifestyles; before the automobile people lived in cities because they worked there; automobile spread population out); includes faulty application (automobile introduced suburbs)
- Incorporates limited relevant information from documents 3 and 4
- Presents no relevant outside information
- Includes few relevant facts, examples, and details (automobile industry employs more people than any other industry)
- Demonstrates a general plan of organization; includes an introduction and a conclusion that restate the theme

Conclusion: Overall, the response fits the criteria for Level 1. The response demonstrates some understanding of the impact of the automobile with the use of some accurate excerpts copied from the documents. However, the information presented is limited.

The United States was greatly influenced by the invention of the automobile in the 1900s. The automobile may have been the greatest influence in America, compared to any other invention. The automobile has changed many things, including production methods, the American landscape, the environment, and American values.

There have been many economic changes in the US due to the invention of the automobile. A negative impact is the never-ending cost. There is always something new to be bought to better a vehicle, such as a new device for a smoother ride, a new polish for a brighter shine, or a carbon-reducer (Doc 2). There are also many benefits to the automobile. With Henry Ford's assembly line, the automobile has become more affordable to the average citizen (doc 1). The automobile has also had a positive impact on other industries, such as the steel and rubber industries. It has also boosted the petroleum, paint, and plate-glass industries (Doc 3). The automobile has had both positive and negative impacts on the economy.

The automobile has influenced American society in both economic ways. For many reasons, the automobile, invented by Henry Ford, may be the most influential invention in the US and world-wide.

Anchor Level 1-B

The response:

- Minimally develops the task by discussing impacts of the automobile on the United States
- Is descriptive (a negative impact of the automobile is the never-ending cost; automobile boosted the petroleum, paint, and plate-glass industries)
- Consists primarily of relevant information copied from documents 1, 2, and 3
- Presents no relevant outside information
- Includes few relevant facts, examples, and details (Henry Ford's assembly line made the automobile more affordable for the average citizen; automobile had a positive impact on the steel and rubber industries)
- Demonstrates a general plan of organization; includes an introduction that restates the theme and a conclusion that inaccurately attributes the invention of the automobile to Henry Ford

Conclusion: Overall, the response fits the criteria for Level 1. The response demonstrates a limited understanding of economic changes brought about by the automobile through the use of document information that is organized according to positive and negative effects. However, few facts and details are included to support the theme.

From walking on his own two feet, to riding horses and finally "horseless" carriages, man has ~~more~~^{seen} great advancements in the field of transportation. Things have changed drastically over the past century, and even the past decade, which will render the automobile a priceless necessity for many humans. Over the past few years though, people have begun to notice a change in our world. Some of it good, but even more importantly, some bad, which will ultimately affect the generations to come, with fierce consequences.

From the very early days of the automobile, people knew that it would play a key role in our society. From the invention of the internal combustion engine in Stuttgart, Germany, by Gottlieb Daimler and Otto Benz, the world would change forever. The main problem with the automobile in the beginning was the price. Many were handbuilt, which had involved a lot of human labor and skill. With the introduction of the Ford Model-T, by Henry Ford, the automobile became more accessible. Ford's new assembly techniques insured a ~~low~~ low price but good quality. The price of the automobile had been driven down to a fraction of the price it had once been and more and more people were buying them, as shown in Document One. With more and more people buying them, there were more places to go to and things to see. Opportunities for recreational activities expanded as people traveled from coast to coast and from cold winters to warmer climates. Many people moved to the suburbs such as Levittown, Long Island because it was quieter out there and

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and things were easier to get to now because of the automobile, as shown in Document Four-A. With all this driving, roads had to be improved, and many companies hired by state and local governments began building new roads for the cars. With nothing more than a dirt road to drive on, people moving was one adventure! With primitive steering, with no power assist, and no shock absorbers which only made bumpy roads bumpier, people needed new roads to drive on. With all of the roads being built, businesses began moving out of the cities and along major routes and roads. More and more businesses began popping up in areas of states once uninhabited. New shopping centers and supermarkets had begun appearing everywhere and people were affected by this to because there were more places to shop as seen in Document 4-B. People were obviously, greatly affected by the automobile, but none more than housewives. They now had the freedom to go longer distances and go "shopping" at new stores because of this. Also, it was more convenient for them than public transportation because they could haul all of ~~to~~ their belongings along with them, as shown in Doc 5.

Although the automobile had several advantages to it in relation to American society and economy, it did have its drawbacks. For example, there were many hidden costs to owning an automobile. Things such as lights, windshields, and even doors were accessories which had to be purchased along with the car and maintenance was always another thing to worry about, as seen in Document 2. As cars became more specialized and the mechanics more complex, higher levels of training were required to keep cars running

smoothly. Car dealerships and garages had to hire a more skilled work-force to repair automobiles. ~~and~~ Another disadvantage was the things were dangerous that just starting an early car could land a man in traction for a year and driving one was always an adventure. More and more accidents happened every year and consequently more and more deaths. More disadvantages to the automobile began springing up more and more often, as highlighted by Ralph Nader. His work led to federal legislation mandating seat belts and stronger windshields. The rising levels of pollutants in the atmosphere alerted scientists to the dangers and shows that we are abusing our planet. Pollution from the automobile has become more concerned about in the past few years now, as seen in Document 9. Adding the catalytic converter that controls auto emissions made automobiles even more expensive for the consumer. Obviously, without these disadvantages, the automobile would be the number one, and best form of transportation. In the 1980's, the government began realizing there had been more accidents occurring in the United States, which were related to drinking and alcohol. More and more people in their late teens and early twenties began having more and more accidents and the government needed to do something about it. President Reagan had said that the problem with this was not the whole country but the individual states. The states had different age requirements in which people could begin drinking alcohol legally and many states had such varying ages that Reagan wanted to standardize the drinking age to 21. Many states agreed with this

and refused to put the legal drinking age below that number. Reagan said that this age group in particular was the number one alcohol-related accident age group in the U.S. and therefore this reinforced the drinking law. The fact that the drinking age is 21 and over is a comforting thing and theoretically there should be less accidents now as shown in Document 8.

Clearly the automobile had been a great influence to the American way of life and economy. From the first Benz - Patent "Motorwagen" in the 1800's to the beautiful sculpted lines of the Bugatti Veyron of today, we have seen many changes to the automobile, but even more so, the changes from the automobile to our lives, and how it changed our world. One great thing leads to another, and who knows what we will see down the line. Perhaps flying cars which get one-hundred miles to the gallon, or some car manufacturer will find a economical alternative to fossil fuels, all of these questions will be around in the future, and as of now, the future may not be as far away as we might think it is, for all of the future generations, the lives of many peoples, the influence on everyone, will be in the hands of the automobile.

Throughout history, new inventions and technological innovations have had enormous and lasting impacts on the way we as human beings live. From the very early invention of the wheel, to the prehistoric man's prehistoric use of tools to get food, to the astrolabe and other sailing devices developed in Portugal resulting in the discovery of the new world, to the more recent inventions of the steam engine by Robert Fulton and the incandescent lamp (light bulb) created by Thomas Edison. Of all these notable inventions in history however, ~~the automobile stands~~ apart from the rest. ~~The invention of the automobile greatly impacted the United States politically, socially, and economically as having the greatest impact at least on the United States.~~ The invention of the automobile in the early 20th century has since played an important role in the politics ~~economics~~ and society of America. Politically, the ~~other~~ creation of the automobile ~~and~~ ~~in the political~~ Politically the automobile has greatly impacted the United States on both a domestic and foreign level. Domestically, many new ^{political} organizations have been created to control the automobile such as the DMV (Department of

Motor Vehicles) famous for its long lines and slow service. Laws regulating drivers have and penalties regulating drivers have also been created.

~~On a more important~~ One of the most controversial and important legislations resulting from the abuse of the automobile was the increase of the drinking age. Legislation, signed by ^{President} Ronald Reagan denied ~~some~~ highway funds to states ~~which~~ who did not raise their drinking age. This was a result of the terrible accidents that occurred among young drivers who drove while underaged (Doc 8). On an international level, the automobile has brought the Middle East and its (a source of gas) and its problems to the forefront of foreign affairs.

Whenever conflict arises in the Middle East it can have drastic implications on the oil trade which is so important because it costs (Doc 7). ~~An example~~ The first example of this ^{was} was the OPEC oil embargo.

Organized by the organization of petroleum exporting countries (OPEC) this embargo on oil resulting from the United States friendly actions towards Israel (^{new} actions described by the members of OPEC) had drastic implications on the US economy. ~~Also~~, the US realizes the importance of Middle Eastern affairs and tries to maintain peaceful and friendly

relations between the countries ~~in~~ in the Camp David Accords in which the U.S. organized peace talks between Middle Eastern Nations.

Similarly, the invention of the car has also altered the American Society. The invention of the car also impacted America on a social level. As a cheap means of transport which the middle class could afford, the automobile allowed people to move out of the crowded cities ^{and} into the suburbs since they could now drive to city jobs (Doc 4). This led to a huge shift in population from cities to suburbs in the 20th century. For youth, ~~the~~ owning a car has come to represent the coming of age and independence, showing that they play an important role in society. ~~The~~ Owning a car was also led to another important American social get together the family vacation. During vacations instead of staying home families often drive to famous monuments or national parks because they are so much more accessible using automobiles. The American housewife was also affected by the invention of the automobile as she could now more easily transport people and things she bought home (Doc 5).

The automobile also had an important impact on race relations leading to both segregation as car owning whites ~~drived~~ moved to areas without public transportation, and helping promote the Civil Rights Movement culminating in the success of the Montgomery bus boycott (Doc C)

Overall, the automobile has had and continues to have a distinct and lasting impact on both American society and politics. ~~that's until another major invention in transportation is created~~ Recently, the automobile is becoming a major concern for Americans as the once readily available petroleum is quickly becoming depleted. After their only main source of transportation quickly becoming ~~invention~~, Americans must once again turn to their innovation and imagination to create a substitute for the automobile and if history does in fact repeat itself, then it won't be long before they succeed.

Henry Ford's automobile was indeed an effect towards U.S history. It can definitely be looked at as a negative or positive effect, but it's been with us for over 50 years.

The positive ~~and negative~~ effects ~~of~~ of political reasons, for having the Henry Ford car would be ~~as~~ it is much less stressful with government and the money situation. The negative effect is that the people who are homeless sleep in nothing but cars.

The economic reasons are that less fortunate people who are job-less can actually afford the low priced automobile. It's a win-win situation.

~~As~~ Many people have their different opinions on the Henry Ford automobile, but it's with us and never will be forgotten.

In the 20th century, the invention of the automobile was introduced with both positive and negative impacts.

The invention of automobiles gave women new opportunities. Housewives could conveniently travel from place to place. Soon after they became door to door delivery women stated in documents.

As seen in article 3 the invention of automobiles had a major impact on job opportunities. Many jobs such as painting, plate-glass manufacturing, and the growth of steel and rubber production were advantages for the working people.

The impacts of automobiles are very dramatic. There were both positive and negative effects on the world. Many jobs and new production methods were introduced.

Automobile have been a great ~~if~~ influence in the US in the 20th century. The automobile had political, economic, and social impacts on the US. The assembly line greatly increased the numbers of cars people had. This was the start to the popularity of the automobile. The automobile had both positive and negative effects.

The automobile had an economic impact on the US. The cost of the Model T, Ford decreased after mass production techniques were used (Document 1). Lots of money was put toward making the car better (Document 2). This meant less money was saved from the banks. Many jobs were made because of the automobile industry. Gas had become a valuable resource (Document 3). People and businesses became dependant on cars for transportation.

The automobile had a social impact on the US. Many people moved from the cities to the suburbs (Document 4A). Businesses started to move near the suburbs, not just cities. Women were greatly affected by the automobile. Women could go places more because of the convenience of having a car. Women could work in delivery services (Document 5). Additionally, cars cause cities in the South to become more racially segregated (Document 6).

Whites moved to suburbs that could not be reached through public transportation. Transportation system were rigidly segregated.

Additionally, the automobile had a political impact on the U.S. Arab states could hold back oil supplies from the US if they supported Israel (Document 7).

The U.S had to be cautious about supporting Israel since oil was such an important resource.

During the Six Day War, the US supported Israel and as a result an embargo was placed on the US on the sale of oil. Also, President Reagan passed a law linking federal aid to the drinking age (Document 8). It stated the states would not receive federal highway funds if they did not raise their drinking age to 21. Previously the drinking age was 18. This act was passed so that alcohol-related accidents would decrease since they are high in the 18-20 years old age group.

The automobile had a great influence on many aspects of the American life. It changed the political/economic, and social aspects of the culture. Although the automobile was ~~many~~ ^{to many} positive there were some negative aspects to it. An example is the dependancy of oil of the US.

Practice Paper A—Score Level 5

The response:

- Thoroughly develops the task evenly and in depth by discussing impacts of the automobile on the United States
- Is more analytical than descriptive (from walking on his own two feet, to riding horses, and finally “horseless” carriages, man has seen great advancements in the field of transportation; with Ford’s new assembly techniques, the automobile became more accessible; assembly line resulted in a low price but good quality; many companies were hired by state and local governments to improve roads; cars were more convenient than public transportation because people could have all of their belongings with them; there were many hidden costs to owning an automobile; driving a car was always an adventure; rising levels of pollution in the atmosphere alerted scientists to the dangers)
- Incorporates relevant information from documents 1, 2, 4, 5, 6, 8, and 9
- Incorporates substantial relevant outside information (invention of the internal combustion engine by Gottlieb Daimler and Otto Benz in Germany changed the world forever; many of the early automobiles were hand built; opportunities for recreational activities expanded; many people moved to suburbs, such as Levittown, Long Island; primitive steering, no power assists, and no shock absorbers made roads bumpier; lights, windshields, and even doors were accessories to be purchased; car dealerships and garages had to hire a more skilled workforce to repair automobiles; just starting an early car could land a man in traction for a year; the work of Ralph Nader led to federal legislation mandating seat belts and stronger windshields; the catalytic converter made automobiles even more expensive for the consumer)
- Richly supports the theme with many relevant facts, examples, and details (Henry Ford introduced the Model-T; roads helped businesses to move out of the cities to areas once uninhabited; shopping centers began appearing everywhere; pollution from the automobile has become a concern; accidents related to drinking and driving increased; President Reagan said the different age requirements for drinking alcohol legally was a problem and he wanted to standardize the drinking age at 21)
- Demonstrates a logical and clear plan of organization; includes an introduction and a conclusion that discuss how the automobile has become a priceless necessity for many humans and continues to change our lives and the world

Conclusion: Overall, the response fits the criteria for Level 5. A significant understanding of the historical development of the automobile is used as a starting point and that information is successfully linked to the impact of the automobile on American society. The approach of combining advantages and disadvantages of the automobile adds to the overall effectiveness of the narrative.

Practice Paper B—Score Level 3

The response:

- Develops the task with little depth by discussing impacts of the automobile on the United States
- Is more descriptive than analytical (one of the most controversial and important legislations resulting from the abuse of the automobile was the increase of the drinking age; result of terrible accidents that occurred among young intoxicated drivers; on an international level, the automobile has brought the Middle East and its problems to the forefront of foreign affairs; whenever conflict arises in the Middle East, it can have drastic implications on the oil trade; movement to suburbs led to a huge shift in population in the 20th century; automobile had an important impact on race relations as car-owning whites moved to areas without public transportation; the automobile helped promote the civil rights movement leading to the success of the Montgomery bus boycott)
- Incorporates some relevant information from documents 4, 5, 6, 7, and 8
- Incorporates some relevant outside information (many new organizations have been created to control the automobile such as the Department of Motor Vehicles; laws and penalties regulating drivers have been created; the OPEC oil embargo, resulting from friendly actions by the United States towards Israel, had drastic implications on the United States economy; the United States tried to maintain peaceful and friendly relations with the Middle East, such as the Camp David Accords; during vacations, instead of staying home, families drove to famous monuments and national parks because they were more accessible)
- Includes some relevant facts, examples, and details (legislation signed by President Ronald Reagan denied highway funds to states that did not raise their drinking age; automobile allowed people to move out of the crowded cities into the suburbs since they could now drive to city jobs; the American housewife could now more easily transport people and things); includes an inaccuracy (Robert Fulton invented the steam engine)
- Demonstrates a satisfactory plan of organization; includes an introduction and conclusion that are beyond a restatement of the theme

Conclusion: Overall, the response fits the criteria for Level 3. The domestic and foreign implications of the automobile are supported by good document interpretation and outside references. Linking the automobile to important past inventions and concluding by setting the scene for a possible new transportation invention demonstrates analytical thinking and offsets the lack of supporting historical facts and details.

Practice Paper C—Score Level 0

The response:

Refers to the theme in a general way; includes no relevant facts, examples, or details

Conclusion: Overall, the response fits the criteria for Level 0. The response mentions Henry Ford's automobile and then makes statements that are inaccurate, overgeneralized, or irrelevant.

Practice Paper D—Score Level 1

The response:

- Minimally develops the task by discussing impacts of the automobile on the United States
- Is descriptive (invention of automobile gave women new opportunities; automobile had a major impact on job opportunities); includes weak application (soon after the invention of the automobile, women became door-to-door delivery women)
- Incorporates limited relevant information from documents 3 and 5
- Presents no relevant outside information
- Includes few relevant facts, examples, and details (housewives could conveniently travel from place to place; jobs were in painting, plate-glass manufacturing, and steel and rubber production)
- Demonstrates a general plan of organization; includes a brief introduction and conclusion

Conclusion: Overall, the response fits the criteria for Level 1. The response uses limited document information to address both positive and negative impacts of the automobile. The basic discussion includes few supporting details.

Practice Paper E—Score Level 2

The response:

- Minimally develops the task by discussing impacts of the automobile on the United States
- Is primarily descriptive (businesses started to move to the suburbs, not just the cities; women could go more places because of the convenience of having a car; cars caused cities in the South to become more racially segregated; whites moved to suburbs that could not be reached with public transportation; a federal act was passed so that alcohol-related accidents would decrease in the 18 to 20 age group); includes weak application (less money was saved from the banks; women could work in delivery services; previously the drinking age was 18)
- Incorporates limited relevant information from documents 1, 2, 3, 4, 5, 6, 7, and 8
- Presents little relevant outside information (the United States had to be cautious about supporting Israel since oil was such an important resource; during the Six Day War, the United States supported Israel and as a result an oil embargo was placed on the United States)
- Includes few relevant facts, examples, and details (cost of the Model-T Ford decreased after mass production techniques were used; many jobs were made because of the automobile industry; gas had become a valuable resource; many people moved from the cities to the suburbs; President Reagan passed a law stating that states would not receive federal highway funds if they did not raise their drinking age to 21)
- Demonstrates a general plan of organization; includes an introduction, stating that the assembly line was the start to the popularity of the automobile, and a conclusion that is somewhat beyond a restatement of the theme

Conclusion: Overall, the response fits the criteria for Level 2. The outside information used in the explanation of American foreign policy in the Middle East and its results provides an example of the automobile's political impact. However, other impacts of the automobile are only addressed with brief, isolated statements.

United States History and Government Specifications

August 2008

Part I

Multiple-Choice Questions by Standard

Standard	Question Numbers
1—United States and New York History	3, 4, 10, 12, 14, 15, 17, 19, 20, 23, 24, 25, 26, 30, 32, 33, 35, 39, 40, 41, 43, 47
2—World History	34, 36
3—Geography	1, 2, 9, 11, 37, 42, 46
4—Economics	16, 18, 21, 27, 28, 29, 44, 45, 48
5—Civics, Citizenship, and Government	5, 6, 7, 8, 13, 22, 31, 38, 49, 50

Parts II and III by Theme and Standard

	Theme	STANDARDS
Thematic Essay	Government: Role in the Economy; Presidential Decisions and Actions	Standards 1, 4, and 5: United States and New York History; Economics; Civics, Citizenship, and Government
Document-based Essay	Impacts of the Automobile on the United States: Factors of Production; Environment; Science and Technology; Culture and Intellectual Life; Places and Regions; Foreign Policy; Presidential Decisions	Standards 1, 2, 3, 4, and 5: United States and New York History; World History; Geography; Economics; Civics, Citizenship, and Government

Part I and Part II scoring information is found in Volume 1 of the Rating Guide.

Part III scoring information is found in Volume 2 of the Rating Guide.

The *Chart for Determining the Final Examination Score for the August 2008 Regents Examination in United States History and Government* will be posted on the Department's web site <http://www.emsc.nysesd.gov/osa/> on the day of the examination. Conversion charts provided for the previous administrations of the United States History and Government examination must NOT be used to determine students' final scores for this administration.

Submitting Teacher Evaluations of the Test to the Department

Suggestions and feedback from teachers provide an important contribution to the test development process. The Department provides an online evaluation form for State assessments. It contains spaces for teachers to respond to several specific questions and to make suggestions. Instructions for completing the evaluation form are as follows:

1. Go to <http://www.emsc.nysesd.gov/osa/exameval>.
2. Select the test title.
3. Complete the required demographic fields.
4. Complete each evaluation question and provide comments in the space provided.
5. Click the SUBMIT button at the bottom of the page to submit the completed form.