

# FOR TEACHERS ONLY

The University of the State of New York  
REGENTS HIGH SCHOOL EXAMINATION

# ELA

## ENGLISH LANGUAGE ARTS

Wednesday, August 16, 2017—8:30 to 11:30 a.m., only

### SCORING KEY AND RATING GUIDE

#### Mechanics of Rating

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. Check this web site at <http://www.p12.nysed.gov/assessment/> and select the link “Scoring Information” for any recently posted information regarding this examination. This site should be checked before the rating process for this examination begins and several times throughout the Regents Examination period.

The following procedures are to be used for rating papers in the Regents Examination in English Language Arts. 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 English Language Arts*.

#### Scoring the Multiple-Choice Questions

For this exam all schools must use uniform scannable answer sheets provided by the regional scanning center or large-city scanning center. The scoring key for this exam is provided below. **If the student’s responses for the multiple-choice questions are being hand scored prior to being scanned, the scorer must be careful not to make any marks on the answer sheet except to record the scores in the designated score boxes. Marks elsewhere on the answer sheet will interfere with the accuracy of the scanning.**

Before scannable answer sheets are machine scored, several samples must be both machine and manually scored to ensure the accuracy of the machine-scoring process. All discrepancies must be resolved before student answer sheets are machine scored. When machine scoring is completed, a sample of the scored answer sheets must be scored manually to verify the accuracy of the machine-scoring process.

| Correct Answers |                  |                  |                  |                  |
|-----------------|------------------|------------------|------------------|------------------|
| Part 1          |                  |                  |                  |                  |
| 1 ..... 3 ..... | 6 ..... 2 .....  | 11 ..... 4 ..... | 15 ..... 2 ..... | 20 ..... 2 ..... |
| 2 ..... 4 ..... | 7 ..... 1 .....  | 12 ..... 4 ..... | 16 ..... 1 ..... | 21 ..... 2 ..... |
| 3 ..... 1 ..... | 8 ..... 4 .....  | 13 ..... 1 ..... | 17 ..... 4 ..... | 22 ..... 3 ..... |
| 4 ..... 4 ..... | 9 ..... 2 .....  | 14 ..... 1 ..... | 18 ..... 3 ..... | 23 ..... 4 ..... |
| 5 ..... 1 ..... | 10 ..... 4 ..... |                  | 19 ..... 2 ..... | 24 ..... 4 ..... |

## Rating of Essay and Response Questions

- (1) In training raters to score student essays and responses for each part of the examination, follow the procedures outlined below:

### *Introduction to the Tasks*

- Raters read the task and summarize it.
- Raters read the passages or passage and plan a response to the task.
- Raters share response plans and summarize expectations for student responses.

### *Introduction to the Rubric and Anchor Papers*

- Trainer reviews rubric with reference to the task.
- Trainer reviews procedures for assigning holistic scores (i.e., by matching evidence from the response to the language of the rubric and by weighing all qualities equally).
- Trainer leads review of each anchor paper and commentary. (*Note:* Anchor papers are ordered from high to low within each score level.)

### *Practice Scoring Individually*

- Raters score a set of five practice papers individually. Raters should score the five papers independently without looking at the scores provided after the five papers.
- Trainer records scores and leads discussion until raters feel comfortable enough to move on to actual scoring. (Practice papers for Parts 2 and 3 only contain scores, not commentaries.)

- (2) When actual rating begins, each rater should record his or her individual rating for a student's essay and response on the rating sheets provided in the *Information Booklet*, *not* directly on the student's essay or response or answer sheet. Do *not* correct the student's work by making insertions or changes of any kind.
- (3) Both the 6-credit essay and the 4-credit response must be rated by at least two raters; a third rater will be necessary to resolve scores that differ by more than one point. **Teachers may *not* score their own students' answer papers.** The scoring coordinator will be responsible for coordinating the movement of papers, calculating a final score for each student's essay or response, and recording that information on the student's answer paper.

**Schools are not permitted to rescore any of the open-ended questions on any Regents Exam after each question has been rated the required number of times as specified in the rating guide, regardless of the final exam score. Schools are required to ensure that the raw scores have been added correctly and that the resulting scale score has been determined accurately.**



THE STATE EDUCATION DEPARTMENT / THE UNIVERSITY OF THE STATE OF NEW YORK / ALBANY, NY 12234

New York State Regents Examination in English Language Arts  
Part 2 Rubric

Writing From Sources: Argument

| Criteria   | 6<br>Essays at this Level:   | 5<br>Essays at this Level:  | 4<br>Essays at this Level:   | 3<br>Essays at this Level:  | 2<br>Essays at this Level:  | 1<br>Essays at this Level:  |
|--|--|---|--|---|---|---|
| <b>Content and Analysis:</b> the extent to which the essay conveys complex ideas and information clearly and accurately in order to support claims in an analysis of the texts | -introduce a precise and insightful claim, as directed by the task<br>-demonstrate in-depth and insightful analysis of the texts, as necessary to support the claim and to distinguish the claim from alternate or opposing claims                               | -introduce a precise and thoughtful claim, as directed by the task<br>-demonstrate thorough analysis of the texts, as necessary to support the claim and to distinguish the claim from alternate or opposing claims                       | -introduce a precise claim, as directed by the task<br>-demonstrate appropriate and accurate analysis of the texts, as necessary to support the claim and to distinguish the claim from alternate or opposing claims           | -introduce a reasonable claim, as directed by the task<br>-demonstrate some analysis of the texts, but insufficiently distinguish the claim from alternate or opposing claims   | -introduce a claim<br>-demonstrate confused or unclear analysis of the texts, failing to distinguish the claim from alternate or opposing claims  | -do not introduce a claim   |
| <b>Command of Evidence:</b> the extent to which the essay presents evidence from the provided texts to support analysis  | -present ideas fully and thoughtfully, making highly effective use of a wide range of specific and relevant evidence to support analysis<br>-demonstrate proper citation of sources to avoid plagiarism when dealing with direct quotes and paraphrased material | -present ideas clearly and accurately, making effective use of specific and relevant evidence to support analysis<br>-demonstrate proper citation of sources to avoid plagiarism when dealing with direct quotes and paraphrased material | -present ideas sufficiently, making adequate use of specific and relevant evidence to support analysis<br>-demonstrate proper citation of sources to avoid plagiarism when dealing with direct quotes and paraphrased material | -present ideas briefly, making use of some specific and relevant evidence to support analysis<br>-demonstrate inconsistent citation of sources to avoid plagiarism when dealing with direct quotes and paraphrased material | -present ideas inconsistently and/or inaccurately, in an attempt to support analysis, making use of some evidence that may be irrelevant<br>-demonstrate little use of citations to avoid plagiarism when dealing with direct quotes and paraphrased material | -present little or no evidence from the texts<br>-do not make use of citations  |
| <b>Coherence, Organization, and Style:</b> the extent to which the essay logically organizes complex ideas, concepts, and information using formal style and precise language  | -exhibit skillful organization of ideas and information to create a cohesive and coherent essay<br>-establish and maintain a formal style, using sophisticated language and structure  | -exhibit logical organization of ideas and information to create a cohesive and coherent essay<br>-establish and maintain a formal style, using fluent and precise language and sound structure   | -exhibit acceptable organization of ideas and information to create a coherent essay<br>-establish and maintain a formal style, using precise and appropriate language and structure   | -exhibit some organization of ideas and information to create a mostly coherent essay<br>-establish but fail to maintain a formal style, using primarily basic language and structure                                       | -exhibit inconsistent organization of ideas and information, failing to create a coherent essay<br>-lack a formal style, using some language that is inappropriate or imprecise   | -exhibit little organization of ideas and information<br>-are minimal, making assessment unreliable<br>-use language that is predominantly incoherent, inappropriate, or copied directly from the task or texts |
| <b>Control of Conventions:</b> the extent to which the essay demonstrates command of conventions of standard English grammar, usage, capitalization, punctuation, and spelling | -demonstrate control of conventions with essentially no errors, even with sophisticated language   | -demonstrate control of the conventions, exhibiting occasional errors only when using sophisticated language  | -demonstrate partial control, exhibiting occasional errors that do not hinder comprehension  | -demonstrate emerging control, exhibiting occasional errors that hinder comprehension   | -demonstrate a lack of control, exhibiting frequent errors that make comprehension difficult  | -are minimal, making assessment of conventions unreliable   |

- An essay that addresses fewer texts than required by the task can be scored no higher than a 3.
- An essay that is a personal response and makes little or no reference to the task or texts can be scored no higher than a 1.
- An essay that is totally copied from the task and/or texts with no original student writing must be scored a 0.
- An essay that is totally unrelated to the task, illegible, incoherent, blank, or unrecognizable as English must be scored as a 0.

When considering the future of cars and safety on the road, automation of cars is a viable option. With the development of driverless cars gradually being introduced to reality, the question of their safety and reliability raises debate. Automated cars have numerous problems and flaws, but the benefits are significant and helpful, and they can be used to replace drivers in society today.

While driverless cars have numerous advantages, the problems and deficiencies must be considered and understood. Large companies such as Google are developing software and pathing systems for use in automated cars. Despite relative innovation and progress, issues surface due to human behavior on the road. Researchers explain a significant challenge is assimilating automated cars into a society where "humans don't behave by the book" (Text 2, line 14). Humans are prone to error and individualism; maintaining an absolute medium of law-abiding and rule-considerate drivers is near impossible. Incidents have occurred in which automated cars were unable to adapt to a human's misjudgment. In one such incident, during a pedestrian crossing, a driverless car slowed down to brake and this resulted in a crash when it was hit by the human driven car behind it (Text 2, lines 5-6). In another situation a driverless car "couldn't get through a four-way stop because its sensors kept waiting for other (human) drivers to stop completely and let it go" (Text 2, lines 9-10). Due to the automated cars being engineered to follow rules so strictly, it is difficult for them to compensate for more

unique and unwritten scenarios. As John Lee, an industrial and systems engineering professor who specializes in driver safety explains, humans "make eye contact" and "agreements about who has the right of way" - but "where are the eyes in an autonomous vehicle?" (Text 2, lines 55-59). Such failure to adjust to human behaviors is a flaw that cannot be overlooked for the danger it poses to others on the road.

Despite automated cars having numerous flaws, this technology should be implemented into society to replace human drivers. Although automated cars are prone to glitches and may cause accidents, Google claims there have only been 16 crashes since 2009 and in "every single case... a human was at fault" (Text 2 lines 27-28). Indeed, driverless cars have been in accidents, but only as a result of external factors. In fact, according to insurance law Professor Robert W. Peterson, "There is every reason to believe that self-driving cars will reduce frequency and severity of accidents" as "9.0% of accidents today are caused by driver error" (Text 1, lines 34-37). Thus, as long as automated cars maintain their effectiveness of avoiding accidents, the number of crashes would be drastically lower than if drivers were still on the road. With 33,561 people killed in crashes in 2012 according to the National Highway Traffic Safety Administration (Text 4, line 3), and only the 16 driverless crashes since 2009 as previously mentioned, the comparison is significant. Ideally, automated cars would remove human error from the road, meaning the

only reason for accidents would be the malfunctions of the car's algorithm and computerized system. Computers are not flawless; however, humans tend to be more flawed.

Not only are safety features a benefit, but the efficiency of the driverless car is another aspect that may better society. With accidents rarer, heavy steel and airbags are unnecessary. Automation and programming eradicate the need to go searching for a parking spot, and flights can be drastically cut back if cars can drive you from city to city (Text 4, lines 16-20). This efficiency leads to yet further benefits such as having time to pursue other activities, such as reading, while "driving" and experiencing a reduced stress level (Text 4, lines 23-24). When heavily stressed, humans tend to make mistakes. This factor is taken out of the equation with the driverless car, and as a result, far fewer accidents are bound to occur. Automated cars also have potential to better the environment. Robin Chase, CEO and founder of Buzzcar, says, "These vehicles should practice very efficient eco-practices, which is typically about 20% better than the average driver" (Text 4, lines 28-29). If used en masse, and shared, need for fuel and charging of cars would be decreased as less would be used and automated cars can calculate how to take the best path and save energy and time.

Automated cars contain many advantages and disadvantages. However, the advantages far outweigh the disadvantages. It is hard to argue

against the reduced accidents, and overall benefits to one's personal well-being as well as to the environment. These driverless cars should definitely be implemented into our society and should become the "norm" of the future.

**Anchor Level 6–A**

The essay introduces a precise and insightful claim, as directed by the task (*When considering the future of cars and safety on the road, automation of cars is a viable option and Automated cars have numerous problems and flaws, but the benefits are significant and helpful, and they can be used to replace drivers*). The essay demonstrates in-depth and insightful analysis of the texts, as necessary to support the claim (*Indeed, driverless cars have been in accidents, but only as a result of external factors and If used en masse, and shared, need for fuel and charging of cars would be decreased ... and automated cars can ... save energy*) and to distinguish the claim from alternate or opposing claims (*While driverless cars have numerous advantages, the problems and deficiencies must be considered and understood*). The essay presents ideas fully and thoughtfully, making highly effective use of a wide range of specific and relevant evidence to support analysis (*With 33,561 people killed in crashes in 2012 ... and only the 16 driverless crashes since 2009 ... the comparison is significant and Automation and programming eradicate the need to go searching for a parking spot, and flights can be drastically cut back*). The essay demonstrates proper citation of sources to avoid plagiarism when dealing with direct quotes and paraphrased material [(Text 2, lines 55–59) and (Text 1, lines 28–29)]. The essay exhibits skillful organization of ideas and information to create a cohesive and coherent essay, with an opening paragraph that introduces the claim by favoring the use of automated cars and references the counterclaim, followed by one paragraph that addresses *issues that surface due to human behavior on the road* and two that rebut the *flaws* by emphasizing the benefits of the *safety features and efficiency of the driverless car*, ending with a reiteration of the claim. The essay establishes and maintains a formal style, using sophisticated language and structure (*Due to the automated cars being engineered to follow rules so strictly, it is difficult for them to compensate for more unique and unwritten scenarios*). The essay demonstrates control of conventions with essentially no errors, even with sophisticated language.

As the world's technology rapidly progresses, ~~forward~~ more and more innovations are introduced as well as the dilemmas that accompany them. With the <sup>rapid</sup> development of autonomous or self-driven cars many questions arise ~~and~~ examining the benefits and detriments of ~~and~~ the replacement of human drivers by autonomous cars. While self-driven cars do offer some benefits, they should not replace human drivers as this may lead to many psychological and subsequently safety issues as well as overall problems in ~~functioning~~ daily life.

Some people argue that self-driven cars would improve society. It is calculated that over 90% of accidents are a result of the human drivers error (Text 1, line 34). It is also believed that ~~if~~ a growth of self-driven cars may lead to a decrease in the number of cars used and thus ~~lead to~~ <sup>lead to</sup> more "efficient eco-driving practices" ~~more~~ "about 20% <sup>less</sup> than the average driver" (Text 1, line 28-31). Many arguments that support the replacement of human drivers by self-driven cars are based upon the ideas of a reduced number of ~~and~~ accidents as well as the use of less cars and ~~and~~ thus ~~less~~ <sup>the</sup> ~~will~~ ~~increase~~ increase in positive ~~practi~~ driving habits for the environment.

and many believe that the use of autonomous cars would cut that number almost (Text 1, line 36)

While ~~the~~ autonomous cars do <sup>seem to</sup> offer ~~and~~ benefits, the psychological <sup>effects</sup> and subsequent safety ~~problems~~ hazards, are ~~too~~ great to overlook. The total dependence of passengers on the functioning of a self-driven car may lead to "complacency" (Text 4, line 10), giving drivers a sense of security when, in actuality, they may fall danger. ~~and~~ Drivers becoming "overly reliant" (Text 4, line 13) ~~may~~ on the self-driven car may

pose safety problems on the chance of "overestimating" what the machine can do (Text 4, line 13). This is furthered by the idea that a driver's awareness of situations around them may seriously decrease when using technology such as adaptive cruise control (Text 4, lines 22-25). This "tuning out", which many psychologists fully expect to be a result of self-driven cars, proves to be a significant risk if a driver was faced with a situation where they had to "take back control" of the car, (Text 4, lines 34-35).

In a situation where the driver would have to take over if exiting the highway and entering city streets or a failure of the automated system this "cognitive muddling" would prove hazardous (Text 4, lines 33-36). Another possible result is indeed the opposite. The automated car may induce stress in some drivers, compelling them to ~~be~~ monitor the functioning of the car (Text 4, line 18). This ~~stress~~ ~~to~~ complexity may induce significant stress and subsequent error (Text 4, lines 19-20).

While the prospects of self-driven cars are exciting, the <sup>possible</sup> psychological effects they may have on the drivers and their safety must ~~seriously~~ be taken into serious consideration.

Along with the potentially hazardous psychological effects autonomous cars may have on the drivers, there are many ~~to~~ broader issues as well. The dramatic economic effects of the replacement of human drivers by self-driven cars is tremendous. Nearly 4 million jobs are created by the use of human drivers; (Text 3, graphic)

the replacement of these drivers by machines would not only result in mass unemployment, ~~but~~ also would drastically shift money being put back into the economy by these workers. The total annual wages of such workers is \$148,063,599,000 (Text 3, graphic), and self-driven cars jeopardize that economic security of workers and use in the economy. Many other professions are expected to be hurt as well, including insurance companies, mechanics, auto part manufacturers, less policing, and decreased uses of motels and rest stops (Text 3, lines 27-33).

Aside from the economic factors, issues of privacy and security are faced as well. A significant question of security ~~can~~ must be considered as, hypothetically, hackers could seize control of peoples' cars (Text, lines 47-48), posing a threat to everyone's safety. Furthermore, the fact that autonomous cars simply do not have a means of communicating to each other as humans do is also a problem. When faced with challenges situations humans are able to communicate with each other in many means, such as eye contact ~~and gestures~~, yet autonomous cars do not have eyes for communicating in this manner (Text 2, lines 55-59).

As the futuristic idea of autonomous cars rapidly morphs into a present reality, many questions of safety must be examined. While the possible decline in human caused accidents may be a benefit, the many risks of psychological unawareness, economic detriments, security risk of hackers, and inability of cars to communicate show that <sup>there are still many problems for</sup> human drivers ~~should not~~ <sup>to</sup> be replaced ~~with~~ by self-driven cars.

## Anchor Level 6–B

The essay introduces a precise and insightful claim, as directed by the task (*While self-driven cars do offer some benefits, they should not replace human drivers as this may lead to many psychological and subsequently safety issues as well as overall problems in daily life*). The essay demonstrates in-depth and insightful analysis of the texts, as necessary to support the claim (*the replacement of these drivers by machines would not only result in mass unemployment, but also would drastically shift money being put back into the economy by these workers*) and to distinguish the claim from alternate or opposing claims (*Many arguments that support the replacement of human drivers by self-driven cars are based upon the ideas of a reduced number of accidents as well as the use of less cars and thus the increase in positive driving habits for the environment. While autonomous cars do seem to offer benefits, the psychological effects, and subsequent safety hazards, are too great to overlook*). The essay presents ideas fully and thoughtfully, making highly effective use of a wide range of specific and relevant evidence to support analysis (*Drivers becoming “overly reliant” ... on the self-driven car may pose safety problems ... This is furthered by the idea that a driver’s awareness of situations around them may seriously decrease when using technology and A significant question of security must be considered as, hypothetically, hackers could seize control of peoples’ cars ... posing a threat to everyone’s safety*). The essay demonstrates proper citation of sources to avoid plagiarism when dealing with direct quotes and paraphrased material [(*Text 3, graphic*) and (*Text 1, lines 47–48*)]. The essay exhibits skillful organization of ideas and information to create a cohesive and coherent essay, with an opening paragraph that introduces the topic and establishes the claim, a second paragraph that addresses the counterclaim, three paragraphs that provide comprehensive evidence in support of the claim, and a summative conclusion that cautions *as the futuristic idea of autonomous cars rapidly morphs into a present reality, many questions of safety must be examined ... there are still too many problems for human drivers to be replaced by self-driven cars*. The essay establishes and maintains a formal style, using fluent and precise language and sound structure [*The total dependence of passengers on the functioning of a self-driven car may lead to “complacency” (Text 4, line 10), giving drivers a sense of security when, in actuality, they may face danger*] that is, at times, inexact (*a growth of self-driven cars and in many means*) and lacking in parallel structure (*companies, mechanics ... manufacturers, less policing, and decreased uses*). The essay demonstrates control of conventions, exhibiting occasional errors only when using sophisticated language (*autonomous or self-driven cars many; psychological and subsequently safety issues; a driver’s awareness of situations around them; drivers; (Text 3, graphic) the; with challenger situations*).

As technology advances, innovations are introduced to society on a regular basis. One of these innovations, which humans may see in the near future, is a self-driving car. Although this idea may seem promising, many disadvantages come along with it. Self-driving cars should not replace human drivers, despite how beneficial they sound.

A primary reason to oppose self-driving cars is that many people would lose their jobs. ~~At~~ At present, autonomous cars usually have a person in the driver's seat in case of a problem. However, once the cars can function safely without human intervention, professional drivers will no longer be needed. Heavy and tractor-trailer drivers have "the most common job in a whopping 29 states" (Text 3, lines 20-21). In addition to the 1,625,290 heavy and tractor-trailer truck drivers who would lose their jobs, other workers such as taxi drivers, bus drivers, and mail carriers might face unemployment (Text 3, graphic).

Another concern about self-driving cars is ~~the~~ ~~the~~ the risk of confusion that can occur between drivers and robots. This is not a good idea, "blending [self-driving cars] into a world in which humans don't behave by the book" (Text 2, lines 13-14). One example of this is when a Google car "sensed that a vehicle coming the other direction was approaching the red light at higher-than-safe speeds" (Text 2, lines 47-48). In response, the Google car immediately veered to the side in anticipation of a crash; however, the driver of the other car stopped in plenty of time. Although

Challenging driving situations may occur on a regular basis, "The way humans often deal with these situations is that 'they make eye contact'" (Text 2, line 55). This interaction is not possible between a self-driving car and a human.

A third issue with self-driven cars is privacy. Just as home computers and other technology can be hacked, the same applies for the software on a self-driving car. For example, "who will have access to any driving information these vehicles store?" (Text 1, lines 46-47). If the vehicle stores a person's payment information or a record of places the person usually goes, a hacker might have access to the personal and financial information of someone who rides in a self-driving car.

Supporters of self-driving cars argue that self-driving cars are safer. They explain that "Over 90% of accidents today are caused by driver error" (Text 1, line 34). However, that does not prove that self-driving cars will be safer. Humans make errors, but technology can malfunction. Therefore, errors and accidents can still occur, whether they are caused by a human or by a computer.

The idea of a self-driving car is exciting, but the truth is that technology is never 100% reliable. Self-driving cars, once they become part of everyday life, could bring about a loss of jobs, confusion between humans and robots, and concerns

about privacy. Although the immediate thought is that self-driving cars are more safe than human drivers, the reality is that this world is not ideal or perfect. These two worlds - realistic and idealistic - will never mesh. Too many disadvantages are at stake here, with little to no benefits.

**Anchor Level 5-A**

The essay introduces a precise and thoughtful claim, as directed by the task (*Although this idea may seem promising, many disadvantages come along with it. Self-driving cars should not replace human drivers, despite how beneficial they sound*). The essay demonstrates thorough analysis of the texts, as necessary to support the claim (*If the vehicle stores a person's payment information ... a hacker might have access to the personal and financial information of someone who rides in a self-driving car and Humans make errors, but technology can malfunction. Therefore, errors and accidents can still occur, whether they are caused by a human or by a computer*) and to distinguish the claim from alternate or opposing claims (*Supporters of self-driving cars argue that self-driving cars are safer. They explain that " 'Over 90% of accidents today are caused by driver error' "*). The essay presents ideas clearly and accurately, making effective use of specific and relevant evidence to support analysis (*In addition to the 1,625,290 heavy and tractor-trailer truck drivers who would lose their jobs, other workers such as taxi drivers, bus drivers, and mail carriers might face unemployment and Just as home computers and other technology can be hacked, the same applies for the software on a self-driving car*). The essay demonstrates proper citation of sources to avoid plagiarism when dealing with direct quotes and paraphrased material [(*Text 3, lines 20–21*) and (*Text 1, line 34*)]. The essay exhibits logical organization of ideas and information to create a cohesive and coherent essay, opening with a paragraph that introduces the claim, followed by three paragraphs of support and one that presents and refutes a counterclaim, concluding with a summative paragraph reaffirming the claim (*Self-driving cars, once they become part of everyday life, could bring about a loss of jobs, confusion between humans and robots, and concerns about privacy and too many disadvantages are at stake here, with little to no benefits*). The essay establishes and maintains a formal style, using fluent and precise language and sound structure (*However, once the cars can function safely without human intervention, professional drivers will no longer be needed*). The essay demonstrates control of conventions with essentially no errors, even with sophisticated language.

For many, the adoption of self-driving cars seems to be an inevitable step in the process of technological progression. From an economic ~~to~~ viewpoint, it may seem that producing such vehicles would eliminate ~~inefficiency~~ inefficiency, and, therefore, unnecessary costs – not to mention unnecessary accidents. By ~~these~~ diving deeper into the matter, however, these arguments can be proved superficial. In reality, accidents will still occur, and the integration of driverless cars will only serve to eliminate people's jobs – a problem already occurring. For these reasons, implementing self-driving cars into today's world would not be wise and should not take place.

As is predicted by professionals using statistical data to evaluate the effect self-driving cars would have on the economy, such vehicles would in fact cause over billions of dollars to be "lost by automakers, suppliers, dealers<sup>™</sup>... and many other car-related enterprises" (Text 1, lines 13-14).

Other industries would also be indirectly affected, too, as utilizing these automobiles in the public workplace would reduce the number of individuals required to drive company cars. So, while on first ~~of~~ glance driverless cars appear to be beneficial to the workforce, on the whole the workers being replaced by these machines outweigh the advantages. As a result, even bus drivers and postal service mail carriers (Text 3, graphic) would be negatively affected on a societal and economic level.

Furthermore, security – or lack thereof there-of – also proves a problem. All machines are bound to malfunction sometime, and “~~type~~ hypothetical risks – like hackers” (Text 2, line 19) also provide evidence that self-driving cars would not be as safe and fool-proof as meets the eye. Moreover, when human drivers are factored into the equation (since the transition to driverless cars would have to be gradual), even more accidents are possible (Text 2, lines 27-28).

All things considered, what at first seems like an innovative step to future progress socially, technologically, and economically, in fact is not as ideal as the companies manufacturing these self-driving cars would have people believe. Realistically, the long-term effects would involve accidents, fueled unemployment, and an overall negative effect on today's world. Because of this, self-driving cars should not be used to replace existing drivers.

Anchor Level 5-B

The essay introduces a precise and thoughtful claim, as directed by the task (*In reality, accidents will still occur, and the integration of driverless cars will only serve to eliminate people's jobs — a problem already occurring. For these reasons, implementing self-driving cars into today's world would not be wise and should not take place*). The essay demonstrates thorough analysis of the texts, as necessary to support the claim [*Other industries would also be indirectly affected, too, as utilizing these automobiles in the public workplace would reduce the number of individuals required to drive company cars and Moreover, when human drivers are factored into the equation (since the transition to driverless cars would have to be gradual), even more accidents are possible*] and to distinguish the claim from alternate or opposing claims (*it may seem that producing such vehicles would eliminate inefficiency ... By diving deeper into the matter, however, these arguments can be proved superficial*). The essay presents ideas clearly and accurately, making effective use of specific and relevant evidence to support analysis (*As is predicted by professionals using statistical data ... such vehicles would in fact cause over billions of dollars to be "lost by automakers, suppliers, dealers.... and many other car-related enterprises" and even bus drivers and postal service mail carriers ... would be negatively affected*). The essay demonstrates proper citation of sources to avoid plagiarism when dealing with direct quotes and paraphrased material [(*Text 1, lines 13–14*) and (*Text 3, graphic*)]. The essay exhibits logical organization of ideas and information to create a cohesive and coherent essay, beginning with an introductory paragraph that introduces both a claim and counterclaim, establishing a focus on economic, safety, and security issues relating to autonomous cars, followed by two body paragraphs that support the claim and refute a counterclaim, and concluding with a reiteration of the claim (*All things considered, what at first seems like an innovative step to future progress socially, technologically, and economically, ... is not as ideal as the companies manufacturing these self-driving cars would have people believe and self-driving cars should not be used to replace existing drivers*). The essay establishes and maintains a formal style, using fluent and precise language and sound structure (*For many, the adoption of self-driving cars seems to be an inevitable step in the process of technological progression*). The essay demonstrates control of conventions, exhibiting occasional errors (*there-of* and *the long-term effects would involve ... an overall negative effect*) only when using sophisticated language.

In the human race, people have always looked for ways to improve the standard and ease of living. People have found what they need in new ~~techon~~ technology. From the invention of the compass, to the development of electromagnetic imaging, technology has aided the human race since the beginning of time. The Google Car is just another development in technology and is no different from the wheel. Autonomous drivers should replace human drivers.

The benefits of autonomous driving over human drivers far outweighs the costs. If cars were driven autonomously, the total number of road accidents would decrease drastically and consequently the number of humans injured or killed in the accidents would also decrease. If "over 90% of accidents today are caused by driver error," (Text 1, line 34) and the use of automated driving systems would ~~diminish~~ eliminate the human factor, then is it not safe to say that the total number of driving accidents would go down by 90%?

The implementation of this technology ~~could~~ also could have immeasurable environmental benefits. "If the technology leads to a sharp decline in car ownership like many predict," (Text 3, lines 29-30) then there will be fewer cars on the road. Text 1 states that "Google's goal is to increase car utilization from 5-10% to 25% or more by facilitating sharing" (lines 21-22). This, along with the "very efficient ~~eco-driving practices~~" <sup>(Text 1, line 28)</sup> of the autonomous car, will reduce emissions from vehicles and road maintenance, lessening the negative impact transportation has on the ~~environ~~ environment.

One of the biggest claims against the idea of automated driving systems is that many people could lose their jobs as a result. According to the chart in Text 3, close to 4 million people could potentially lose their jobs as a result of the implementation of auto-drivers. However new jobs can and will be created. This technology is opening up an

entire new field and market. Even if new jobs could not be created immediately, are the countless lives that could be saved not worth the cost of a few ~~potentially~~ temporarily unemployed people?

Another major counter argument is the issue of integrating the system safely and seamlessly. ~~There are many~~ Until autonomous vehicles are fully implemented, there is the challenge of "blending them into a world in which humans don't behave by the book." (Text 2, lines 13-14). Some accidents and impediments have occurred in test-driving these vehicles because the autonomous car is "too safe" and does not know how to function when rules are not followed exactly. There are also many "hypothetical risks - like hubbers - and real world challenges, like what happens when an autonomous car ~~breaks~~ breaks down on the highway." (Text 2, lines 19-20), but that is true with the start of any technology. For example when the invention of the railroad and train were first starting to be perfected, there was a major issue of consistency in rail construction; this caused many accidents and problems. Today research is being done on trains that go hundreds of miles an hour. The hypothetical problems of a technology should not hinder its development, research, or perfection.

It is human nature to resist any sort of change. As the old saying goes "If it ain't broke, don't fix it." The data though shows that there is room for improvement in the field of transportation. The benefits in regard to safety and the environment prove that the implementation of the Google car is a step that Americans should take. This step would take the nation into yet a new era of improvement and ingenuity.

## Anchor Level 5–C

The essay introduces a precise and thoughtful claim, as directed by the task (*In the human race, people have always looked for ways to improve the standard and ease of living ... The Google Car is just another development in technology and is no different from the wheel. Autonomous drivers should replace human drivers*). The essay demonstrates thorough analysis of the texts, as necessary to support the claim (*If “over 90% of accidents today are caused by driver error, ... and the use of automated driving systems would eliminate the human factor, then is it not safe to say that the total number of driving accidents would go down by 90%?”*) and to distinguish the claim from alternate or opposing claims (*One of the biggest claims against ... automated driving systems is that many people could lose their jobs ... However new jobs can and will be created*). The essay presents ideas clearly and accurately, making effective use of specific and relevant evidence to support analysis (*“If this technology leads to a sharp decline in car ownership like many predict,” ... then there will be fewer cars on the road and According to the chart in Text 3, close to 4 million people could potentially lose their jobs as a result of the implementation of auto-drivers*). The essay demonstrates proper citation of sources to avoid plagiarism when dealing with direct quotes and paraphrased material [*Text 1 states ... (lines 21–22)* and (*Text 2, lines 13–14*)]. The essay exhibits logical organization of ideas and information to create a cohesive and coherent essay, with an introduction that establishes the claim, three body paragraphs of support including one that addresses and then refutes the counterclaim and concludes with a summative paragraph (*The benefits in regard to safety and the environment prove that the implementation of the Google car is a step that Americans should take*). The essay establishes and maintains a formal style, using fluent and precise language and sound structure (*This step would take the nation into yet a new era of improvement and ingenuity*). The essay demonstrates partial control of conventions, exhibiting occasional errors [*development; begining; The benifits ... outweighs; error,*” (*Text 1, line 34*) and; *The data though shows*] that do not hinder comprehension.

The world would be a much better place if self-driving cars were to replace human drivers. It is said that by the early 2020s, fully-autonomous cars could be ready for market but there is a debate as to if we should use them or not. Some believe that mixing humans with automated cars on a road could cause major issues. Others believe that the self-driving car would make everything much more efficient. Although some say that self-driving cars have no place in society for reasons such that it will be tough blending robots and humans on the road, overall, the automated cars are a necessity because there will be much fewer accidents.

One may argue that the world isn't ready for self-driving cars. Researchers say that the biggest challenge towards incorporating the cars into society is "blending them into a world in which humans don't behave by the book" (Text 2, lines 13-14). The cars are taught to follow all of the rules of driving but humans don't necessarily go by these rules, which could create issues. Another issue with the possible emergence of self-driving cars is the toll it could take on the economy. It's estimated that "hundreds of billions of dollars will be lost by auto-makers and other car manufacturers" (Text 1, lines 12-13). There is also a theory that self-driving cars would take over the taxi industry, but about 178,000 people are employed as taxi drivers in the United States (Text 3, lines

1-2). Clearly, both the top companies and the ~~workers~~ workers could be negatively affected by self-driving cars. ~~Overall~~ There is <sup>clearly</sup> a debate that automated cars won't fit into society.

Overall, the positives of the emergence of self-driving cars outnumber the negatives. The National Highway Traffic Safety Administration says that "human error caused more than 90% of crashes" (text 4, line 35-6). With automated cars, this problem would almost certainly be eliminated since there would be no human drivers. A goal of Google's is to "increase car utilization from 5-10% to 75% or more by facilitating sharing," meaning less cars on the road (text 1, lines 21-22). Google believes that automated cars would allow for people to share rides since they could just get picked up. With less cars on the road, there would be less traffic. Another positive of self-driving cars is that "insurance costs should fall" (text 1, line 37). This is because of ~~the~~ the more safe roads created by the car. Clearly, ~~the~~ automated cars would bring positive, drastic change to society.

As new technology emerges, so are self-driving cars and they're coming soon. With the hope to have them in the next few years, people will simply have to adjust to them. Everything will be more convenient since people can now do whatever while they're being driven around. Overall, ~~the~~ the emergence of self-driving cars shows great change in America.

#### Anchor Level 4–A

The essay introduces a precise claim, as directed by the task (*The world would be a much better place if self-driving cars were to replace human drivers*). The essay demonstrates appropriate and accurate analysis of the texts, as necessary to support the claim and to distinguish the claim from alternate or opposing claims (*Although some say that self-driving cars have no place in society for reasons such that it will be tough blending robots and human on the road, overall, the automated cars are a necessity because there will be much fewer accidents*). The essay presents ideas clearly and accurately, making effective use of specific and relevant evidence to support analysis (*Researchers say that the biggest challenge towards incorporating the cars into society is “blending them into a world in which humans don’t behave by the book” and A goal of Google’s is to “increase car utilization from 5–10% to 75% or more by facilitating sharing,” meaning less cars on the road ... Google believes that automated cars would allow for people to share rides*). The essay demonstrates proper citation of sources to avoid plagiarism when dealing with direct quotes and paraphrased material [(Text 2, 13–14) and (text 1, line 37)]. The essay exhibits acceptable organization of ideas and information to create a coherent essay, with an opening paragraph that introduces the claim and acknowledges the counterclaim, one body paragraph that discusses the counterclaim, a second body paragraph that focuses on support for the claim, and a conclusion that reaffirms the claim (*Overall, the emergence of self-driving cars shows great change in America*). The essay establishes and maintains a formal style, using precise and appropriate language and structure (*With automated cars, this problem would almost certainly be eliminated since there would be no human drivers*). The essay demonstrates partial control of conventions, exhibiting occasional errors (*human, driving but human don’t, auto-makers” and other car manufacturers”, out number*) that do not hinder comprehension.

By 2020, self driving cars will be on the market for average people to buy and use. This is a growing technology that is trying to modernize today's world. But there are risks outweigh the reward. Therefore, self driving cars should not ~~be~~ replace human drivers because ~~not~~ human error will still exist, hundreds of American's ~~jobs~~ will be without job, and traditional businesses will lose millions and billions of dollars.

One of the problems with having self driving vehicles is that human ~~communication~~ <sup>communication</sup> while driving won't exist and there will still be some drivers without self driving vehicles. Text 2 states, "... wide use of self driving cars is still many years away..." (text 2 line 8). This means human error will still exist and many drivers will not be aware of the self driving car and not follow the rules exactly and cause the accident. Another ~~downfall~~ <sup>downfall</sup> of the self driving vehicles are that millions of jobs will be lost. Text 3 ~~also~~ supports the facts that over 3,971,350 jobs ~~are~~ <sup>are</sup> have use of the car as their main job ~~asset~~ <sup>table</sup> (text 3 ~~line~~ <sup>table</sup>). Postal workers, taxi drivers, Bus drivers, tractor-trailers drivers and many many more depend on the vehicle for their job. If the automobile was self driving then all of these people would be replaced with cars and ~~workers~~ would be out of a job. Lastly, many businesses who do not adjust quickly enough will ~~be~~ lose million even billions of dollars. Text 1 ~~also~~ says, "... trillions) will be lost by automakers, suppliers, dealers, insurers, parking companies, and many other car related enterprises" (text 1 lines 13-14). This would not be a positive influence on an ~~already~~ <sup>already</sup> ~~poor~~ economy which is already in poor condition. Simply wanting to have self driving cars is not the answer that we need.

Some claim that, "the use of adaptive cruise control... can reduce a driver's mental workload and stress level" (text 4 lines 22-23). But this is not the case. The actual fact is that drivers may become overly cautious and very tuned into the road and what's happening because they feel out of control with the self driving cars. ~~Text 4 also suggests~~ Text 4 also suggests, "... most people soon begin to experience "passive fatigue" (text 4 lines 31-32). This fatigue would cause more harm than good and that is not worth the risk of just not having to drive yourself places.

In conclusion, ~~the use of~~ the use of self driving cars to replace humans is an absurd idea that will ultimately cause more harm than what is worth. Maybe in the future the risk will be lower but right now, ~~the~~ the generations of people are not ready for such a ~~change~~ drastic change.

Anchor Level 4-B

The essay introduces a precise claim, as directed by the task (*self driving cars should not replace human drivers because human error will still exist, hundreds of American's will be without a job, and traditional buisnesses will lose millions and billions of dollars*). The essay demonstrates appropriate and accurate analysis of the texts, as necessary to support the claim and to distinguish the claim from alternate or opposing claims (*But this is not the case. The actual fact is that drivers may become overly cautious and very tuned into the road and whats happening because they feel out of control with the self driving cars*). The essay presents ideas sufficiently, making adequate use of specific and relevant evidence to support analysis [*Text 2 states, "...wide use of self driving cars is still many years away ..."* (text 2 line 18). *This means human error will still exist and many drivers will not be aware of the self driving car and many businesses who do not adjust quick enough will lose millions even billions of dollars. Text 1 says, "... trillions) will be lost by automakers, supplrers, dealers, insurers, parking companies, and many other car related enterprisers"*]. The essay demonstrates proper citation of sources to avoid plagiarism when dealing with direct quotes and paraphrased material [(text 3 table) and (text 4 lines 31-32)]. The essay exhibits acceptable organization of ideas and information to create a coherent essay, with an opening paragraph that introduces the claim, two body paragraphs that provide evidence to support the claim and to address the counterclaim, and a concluding paragraph that reiterates the claim (*In conclusion, the use of self driving cars to replace humans is an absurd idea that will ultimately cause more harm than what its worth*). The essay establishes and maintains a formal style, using precise and appropriate language and structure (*This is a growing technology that is trying to modernize today's world*). The essay demonstrates partial control of conventions exhibiting occasional errors (*outway, Anoter downfall ... are, experience "passive fatigue" ", good and that*) that do not hinder comprehension.

Self-driving cars should start replacing manned vehicles because of the efficiency they provide and the progress they have potential for. Driverless cars do have setbacks to them. They make the passenger become overly reliant on them (Doc 4, line 13) and they throw off other drivers (Doc 2) but as the software improves, these issues will undoubtedly disappear.

Driverless cars would improve efficiency in many different areas. There is about <sup>(Doc. 3)</sup> \$148 billion spent annually to pay drivers of all different kinds. With self-driving cars, those \$148 billion could be used to maintain the roads driven on, with some cash to spare. The more ~~the~~ autonomous cars on the road, the safer these cars will be. In text 2, it explains how the only real accidents that self-driving cars ran into ~~were~~ were caused by human error. So to have more of them on the road would be more efficient and safer. Also, phantom traffic jams (a traffic jam with no evident cause) would disappear. This is because the speed would be regulated by a computer and traffic would have a smoother flow. The efficiency provided by an automated car would be unmatched by what a human's capabilities are.

Another reason why automated cars should replace driven vehicles is because they have the potential to grow into really helpful tools. In document 3, there are many jobs listed that could be taken over. Engineers and car designers will always be able to come up with new ways to use the automation, and the safety and accuracy of the technology will just keep improving. Towards the end of text 2, it says how the relationship between the car automation and humans was being smoothed out.

Although the technology may not be there yet, once more self-driving cars are ~~let~~ onto the road they will quickly improve.

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**Anchor Paper – Part 2 – Level 4 – C**

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As more autonomous cars come on to the road, displacing driven cars, the more efficient, safe, and progressive travelling will become. Car crashes will plummet, and transportation efficiency will increase.

**Anchor Level 4–C**

The essay introduces a precise claim, as directed by the task (*Self-driving cars should start replacing manned vehicles because of the efficiency they provide and the progress they have potential for*). The essay demonstrates appropriate and accurate analysis of the texts, as necessary to support the claim (*This is because the speed would be regulated by a computer and traffic would have a smoother flow*) and to distinguish the claim from alternate or opposing claims (*They make the passenger become overly reliant on them ... and they throw off other drivers ... but as the software improves, these issues will undoubtedly disappear*). The essay presents ideas sufficiently, making adequate use of specific and relevant evidence to support analysis (*There is about \$148 billion spent annually to pay drivers of all different kinds and In text 2, it explains how the only real accidents that self-driving cars ran into were caused by human error*). The essay demonstrates inconsistent citation of sources to avoid plagiarism when dealing with direct quotes and paraphrased material [(Doc. 3) and Towards the end of text 2]. The essay exhibits some organization of ideas and information to create a mostly coherent essay, with an introduction that states the claim and addresses one of the counterclaims, one body paragraph that provides evidence to support the benefits of driverless vehicles, a second body paragraph that introduces the idea that *automated cars ... have the potential to grow into really helpful tools* but continues on to discuss how *there are many jobs listed that could be taken over and how the relationship between the car automation and humans was being smoothed out*, and a summative conclusion that reiterates the main point. The essay establishes and maintains a formal style, using precise and appropriate language and structure (*Car crashes will plummet, and transportation efficiency will increase*). The essay demonstrates partial control of conventions, exhibiting occasional errors [*drivers (Doc 2) but, disappear, annually, humans capabilities, the road they will*] that do not hinder comprehension.