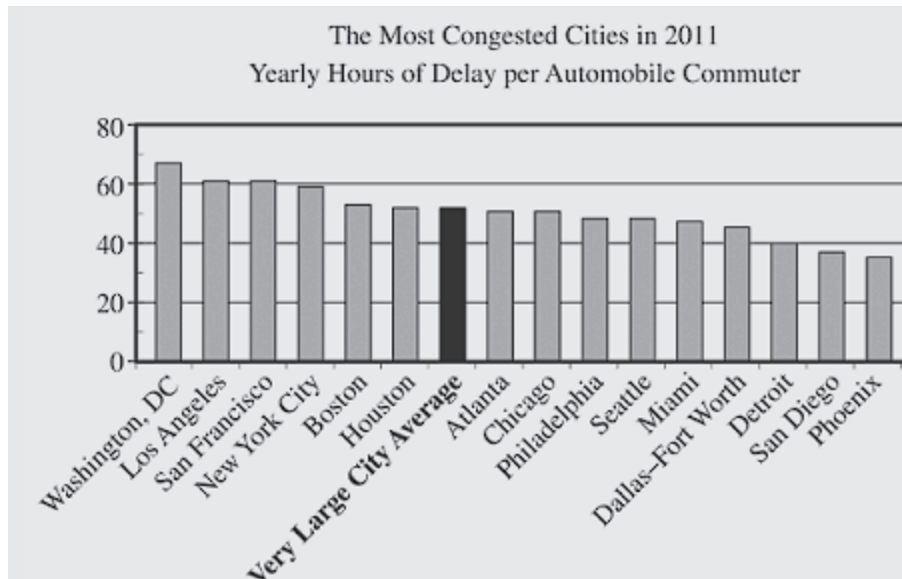


SAT Reading Sample Paper 3

Reading passage 1

In today's idea-driven economy, the cost of time is what really matters. With the constant pressure to innovate, it makes little sense to waste countless collective hours commuting. So, the most efficient and productive regions are those in which people are thinking and working—not sitting in traffic. The auto-dependent transportation system has reached its limit in most major cities and megaregions. Commuting by car is among the least efficient of all our activities—not to mention among the least enjoyable, according to detailed research by the Nobel Prize-winning economist Daniel Kahneman and his colleagues. Though one might think that the economic crisis beginning in 2007 would have reduced traffic (high unemployment means fewer workers traveling to and from work), the opposite has been true. Average commutes have lengthened, and congestion has gotten worse, if anything. The average commute rose in 2008 to 25.5 minutes, “erasing years of decreases to stand at the level of 2000, as people had to leave home earlier in the morning to pick up friends for their ride to work or to catch a bus or subway train,” according to the U.S. Census Bureau, which collects the figures. And those are average figures. Commutes are far longer in the big West Coast cities of Los Angeles and San Francisco and the East Coast cities of New York, Philadelphia, Baltimore, and Washington, D.C. In many of these cities, gridlock has become the norm, not just at rush hour but all day, every day. The costs are astounding. In Los Angeles, congestion eats up more than 485 million working hours a year; that's seventy hours, or nearly two weeks, of full-time work per commuter. In D.C., the time cost of congestion is sixty-two hours per worker per year. In New York it's forty-four hours. Average it out, and the time cost across America's thirteen biggest city regions is fifty-one hours per worker per year. Across the country, commuting wastes 4.2 billion hours of work time annually—nearly a full workweek for every commuter. The overall cost to the U.S. economy is nearly \$90 billion when lost productivity and wasted fuel are taken into account. At the Martin Prosperity Institute, we calculate that every minute shaved off America's commuting time is worth \$19.5 billion in value added to the economy. The numbers add up fast: five minutes is worth \$97.7 billion; ten minutes, \$195 billion; fifteen minutes, \$292 billion.

It's ironic that so many people still believe the main remedy for traffic congestion is to build more roads and highways, which of course only makes the problem worse. New roads generate higher levels of “induced traffic,” that is, new roads just invite drivers to drive more and lure people who take mass transit back to their cars. Eventually, we end up with more clogged roads rather than a long-term improvement in traffic flow. The coming decades will likely see more intense clustering of jobs, innovation, and productivity in a smaller number of bigger cities and city-regions. Some regions could end up bloated beyond the capacity of their infrastructure, while others struggle, their promise stymied by inadequate human or other resources.



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

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

As used in line 52, “intense” most nearly means

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

Which claim about traffic congestion is supported by the graph?

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

Reading Passage 2

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

Today, I am an inquisitor. An hyperbole would not be fictional and would not overstate the solemnness that I feel right now. My faith in the Constitution is whole; it is complete; it is total. And I am not going to sit here and be an idle spectator to the diminution, the subversion, the destruction, of the Constitution. "Who can so properly be the inquisitors for the nation as the representatives of the nation themselves?" "The subjects of its jurisdiction are those offenses which proceed from the misconduct of public men."* And that's what we're talking about. In other words, [the jurisdiction comes] from the abuse or violation of some public trust. It is wrong, I suggest, it is a misreading of the Constitution for any member here to assert that for a member to vote for an article of impeachment means that that member must be convinced that the President should be removed from office. The Constitution doesn't say that. The powers relating to impeachment are an essential check in the hands of the body of the legislature against and upon the encroachments of the executive. The division between the two branches of the legislature, the House and the Senate, assigning to the one the right to accuse and to the other the right to judge—the framers of this Constitution were very astute. They did not make the accusers and the judges . . . the same person.

We know the nature of impeachment. We've been talking about it a while now. It is chiefly designed for the President and his high ministers to somehow be called into account. It is designed to "bridle" the executive if he engages in excesses. "It is designed as a method of national inquest into the conduct of public men."* The framers confided in the Congress the power, if need be, to remove the President in order to strike a delicate balance between a President swollen with power and grown tyrannical, and preservation of the independence of the executive. The nature of impeachment: a narrowly channeled exception to the separation of powers maxim. The Federal Convention of 1787 said that. It limited impeachment to high crimes and misdemeanors, and discounted and opposed the term "maladministration." "It is to be used only for great misdemeanors," so it was said in the North Carolina ratification convention. And in the Virginia ratification convention: "We do not trust our liberty to a particular branch. We need one branch to check the other." . . . The North Carolina ratification convention: "No one need be afraid that officers who commit oppression will pass with immunity." "Prosecutions of impeachments will seldom fail to agitate the passions of the whole community," said Hamilton in the Federalist Papers, Number 65. "We divide into parties more or less friendly or inimical to the accused."* I do not mean political parties in that sense. The drawing of political lines goes to the motivation behind impeachment; but impeachment must proceed within the confines of the constitutional term "high crime[s] and misdemeanors." Of the impeachment process, it was Woodrow Wilson who said that "Nothing short of the grossest offenses against the plain law of the land will suffice to give them speed and effectiveness. Indignation so great as to overgrow party interest

may secure a conviction; but nothing else can.” Common sense would be revolted if we engaged upon this process for petty reasons. Congress has a lot to do: appropriations, tax reform, health insurance, campaign finance reform, housing, environmental protection, energy sufficiency, mass transportation. Pettiness cannot be allowed to stand in the face of such overwhelming problems. So today we’re not being petty. We’re trying to be big, because the task we have before us is a big one.

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

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

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

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

As used in line 35, “channeled” most nearly means

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

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

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

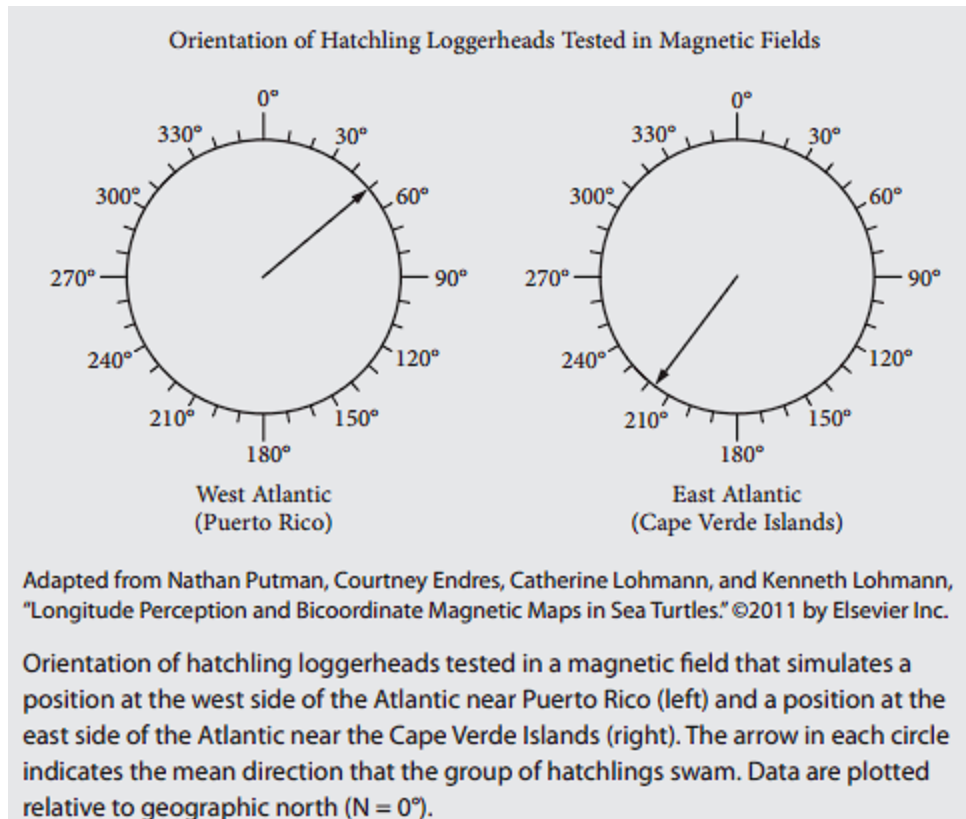
Which choice provides the best evidence for the answer to the previous question?

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

Reading Passage 3

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

In 1996, a loggerhead turtle called Adelita swam across 9,000 miles from Mexico to Japan, crossing the entire Pacific on her way. Wallace J. Nichols tracked this epic journey with a satellite tag. But Adelita herself had no such technology at her disposal. How did she steer a route across two oceans to find her destination? Nathan Putman has the answer. By testing hatchling turtles in a special tank, he has found that they can use the Earth’s magnetic field as their own Global Positioning System (GPS). By sensing the field, they can work out both their latitude and longitude and head in the right direction. Putman works in the lab of Ken Lohmann, who has been studying the magnetic abilities of loggerheads for over 20 years. In his lab at the University of North Carolina, Lohmann places hatchlings in a large water tank surrounded by a large grid of electromagnetic coils. In 1991, he found that the babies started swimming in the opposite direction if he used the coils to reverse the direction of the magnetic field around them. They could use the field as a compass to get their bearing. Later, Lohmann showed that they can also use the magnetic field to work out their position. For them, this is literally a matter of life or death. Hatchlings born off the sea coast of Florida spend their early lives in the North Atlantic gyre, a warm current that circles between North America and Africa. If they’re swept towards the cold waters outside the gyre, they die. Their magnetic sense keeps them safe. Using his coil-surrounded tank, Lohmann could mimic the magnetic field at different parts of the Earth’s surface. If he simulated the field at the northern edge of the gyre, the hatchlings swam southwards. If he simulated the field at the gyre’s southern edge, the turtles swam west-northwest. These experiments showed that the turtles can use their magnetic sense to work out their latitude—their position on a north-south axis. Now, Putman has shown that they can also determine their longitude—their position on an east-west axis. He tweaked his magnetic tanks to simulate the fields in two positions with the same latitude at opposite ends of the Atlantic. If the field simulated the west Atlantic near Puerto Rico, the turtles swam northeast. If the field matched that on the east Atlantic near the Cape Verde Islands, the turtles swam southwest. In the wild, both headings would keep them within the safe, warm embrace of the North Atlantic gyre. Before now, we knew that several animal migrants, from loggerheads to reed warblers to sparrows, had some way of working out longitude, but no one knew how. By keeping the turtles in the same conditions, with only the magnetic fields around them changing, Putman clearly showed that they can use these fields to find their way. In the wild, they might well also use other landmarks like the position of the sea, sun and stars. Putman thinks that the turtles work out their position using two features of the Earth’s magnetic field that change over its surface. They can sense the field’s inclination, or the angle at which it dips towards the surface. At the poles, this angle is roughly 90 degrees and at the equator, it’s roughly zero degrees. They can also sense its intensity, which is strongest near the poles and weakest near the Equator. Different parts of the world have unique combinations of these two variables. Neither corresponds directly to either latitude or longitude, but together, they provide a “magnetic signature” that tells the turtle where it is.



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

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

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

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

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

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

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

- A) Putman's research contradicts Lohmann's.
- B) Putman's research builds on Lohmann's.

- C) Lohmann's research confirms Putman's.**
- D) Lohmann's research corrects Putman's.**

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

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