

1 MILLENNIUM BULK TERMINALS - LONGVIEW
2 SEPA DRAFT ENVIRONMENTAL IMPACT STATEMENT

3
4 PUBLIC MEETING - QUIET ROOM

5
6 12:00 P.M. TO 5:00 P.M.

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9
10 TRAC CENTER

11
12 6600 Burden Boulevard

13
14 Pasco, Washington 99301

15
16 June 2, 2016

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23
24 Heather Guevarra, CCR

25 Court Reporter

1 PASCO, WASHINGTON; THURSDAY, JUNE 2, 2016

2 12:00 p.m.

3 * * *

4 P R O C E E D I N G S

5 SPEAKER 1: My name is Toyoko Tsukuda,
6 Ph.D., and this is public comment on Longview Coal
7 Terminal, June 2, 2016.

8 To Washington Ecology Department and Cowlitz
9 County.

10 Thank you for conducting an environmental
11 impact study on the Longview coal terminal project.
12 As a Washingtonian, I am fortunate to have the state
13 and local agencies taking the citizens' concerns
14 seriously and embarked on studying the impact of the
15 coal terminal project.

16 The Environmental Impact Statement (EIS)
17 showed that construction of the coal terminal at
18 Longview and the high volume of coal transport by
19 trains and vessels have significant impact on
20 environment and the lives of the people in the studied
21 area. My question is what is the economic impact on
22 Washingtonians?

23 The company's analysis showed that the
24 benefit of the project will be to create permanent 135
25 jobs in Cowlitz County and annual 2.18 million dollars

1 and 1.45 million tax revenue to Cowlitz County and
2 Washington respectively. They estimated the cost of
3 building the port to be 638 million dollars. (Economic
4 and Fiscal Impact Analysis of Millennium Bulk
5 Terminals Longview, BERK Consulting, April 12, 2012.)

6 However, we have not seen analysis on the
7 cost that Washingtonians pay in terms of health cost,
8 loss of work hours due to delays in traffic, loss of
9 revenue from fishing, loss of habitat and wetland due
10 to the establishment of the coal terminal, et cetera.

11 The EIS showed that the estimated air quality
12 would be above NAAQS standard and coal dust would be
13 above the trigger levels (New Zealand Ministry of
14 Environment 2001) within 100 feet of coal train runs.
15 I assume that the coal dust data in the EIS were
16 derived after considering the coal dust reduction
17 treatment. The New Zealand study emphasized that for
18 the sensitive area (residential area), the trigger
19 level should be lower than that listed in the EIS
20 (EIS, chapter 6, table 6-22).

21 Coal dust doesn't stop at 100 feet but goes
22 beyond. The Tri-Cities area is known as the windy
23 cities. Accumulated coal dust would be dispersed by
24 the wind. The problem is that the train tracks run
25 through the vicinity of residential and schools zones

1 in Kennewick and Pasco.

2 I have been asthmatic due to allergies but it
3 hasn't been a big problem until the severe forest fire
4 in Washington last year. A couple of weeks of bad air
5 quality in Tri-Cities from the fire activated my
6 asthma and now I have persistent asthma. The bad air
7 quality triggers asthma to sensitive people. What
8 would happen to the residents and school children who
9 are chronically exposed to coal dust and contaminated
10 air?

11 Quote, Ambre Energy North America and Arch
12 Coal, which have publicly put cost to develop the
13 terminal at over 650 million, an estimate that
14 low-balls the real number. It doesn't count
15 mitigation of community traffic, safety,
16 environmental, and health impacts that would likely be
17 required if the port is built. Just one of those
18 expenses-remediation of potential gridlock in and
19 around Longview caused by coal train traffic has been
20 estimated at 150 to 200 million, end quote. (Ross
21 Macfarlane, Institute for Energy Economics and
22 Financial Analysis,
23 [http://ieefa.org/in-northwest-u-s-desperate-times-for-](http://ieefa.org/in-northwest-u-s-desperate-times-for-u-s-coal-mean-desperate-port-proposals/)
24 [u-s-coal-mean-desperate-port-proposals/](http://ieefa.org/in-northwest-u-s-desperate-times-for-u-s-coal-mean-desperate-port-proposals/))

25 So it is imperative for us to know the

1 benefits we get from the coal terminal outweighs the
2 actual cost that many Washingtonians will end up
3 paying yearly. Thank you.

4 SPEAKER 2: The fee that the railroad is
5 supposed to pay for environment mitigation going to
6 the state as a whole, that should be paid to each
7 individual county or city where the route goes through
8 and paid on the basis of each level crossing that the
9 train slows down, ambulance traffic or car traffic
10 crossing the route of the coal train. Because there's
11 going to be a lot of coal trains going through there
12 and it's in small places, and they can do better with
13 the money than just giving it to the State as a whole.

14 SPEAKER 3: One of the things that I had
15 noticed here -- they've studied everything. I live in
16 the Tri-Cities and as they're doing all of the up to
17 16 circuits in full capability, eight trains -- eight
18 sets of trains -- I don't know what you call it --
19 going and eight empties going back, has there been any
20 study on the impact of trains going through the towns
21 like the Tri-Cities, personal opinion or personal
22 problem, impacting traffic?

23 Because I live close to a set of train tracks
24 in town and sometimes I'm stopped, and I'm going miles
25 out of my way to do a loop on the highway to go half a

1 mile away from my house. And, with increased train
2 usage on the tracks, has there been any study on that,
3 are they doing anything to mitigate what times of day,
4 is it going to be all hours? I would imagine so, but
5 I haven't seen anything on that.

6 SPEAKER 4: The Wyoming mine is screwing up
7 the environment by digging open pit mines. The
8 Columbia River will be dangerously affected if even
9 one coal car dumps its load in the river affecting the
10 fishing. The surfactant is not effective over long
11 distances. Additionally, what chemicals make it up so
12 we don't know what the environmental impact is of the
13 surfactant. Coal dust is absorbed into the lungs and
14 therefore into the bloodstream having an especially
15 negative impact on children.

16 In Longview, it is predicted that the noise
17 prediction level will exceed regulatory standards.
18 Has the noise level been tested in Pasco?

19 Train traffic through Pasco is already 76
20 trains each day. The additional 16 coal trains means
21 Pasco will have to deal with over 90 times trains
22 which will constantly shut down traffic.

23 As a former teacher in Longview, I am
24 concerned for the people in the Highlands area of
25 Longview, especially for the children who will suffer

1 most from the coal dust.

2 Now reading from the article in the paper, it
3 says, The analysis by the Washington Department of
4 Ecology in Cowlitz County found that the greenhouse
5 gas emissions from facility operations to when the
6 coal is burned in Asia will increase by 2.5 million
7 metric tons each year when the project is fully
8 running. While measures can be taken to significantly
9 reduce these emissions, the impact would be
10 significant, the study noted.

11 Other concerns include increased vessel
12 traffic, as much as 840 ships a year which are added,
13 and potential for train accidents along rail routes in
14 Cowlitz County and other parts of Washington adds up
15 to 16 mile-long train trips are added each day.

16 The study found the project could affect 21
17 of 23 areas reviewed and that some of these
18 consequences are significant.

19 Ecology said in a statement, The review
20 looked at fish habitat, water quality, local
21 communities, and other issues, and proposed ways for
22 the project developers to reduce these efforts, and
23 yet it's proposed. Nothing says that anything will be
24 done with the Department of Ecology report.

25 SPEAKER 5: I am Amity Marks. I live in

1 Richland, Washington and Benton County, and I'm a
2 citizen of this planet and I represent myself, but I
3 also represent my grandchildren and my grandchildren's
4 grandchildren and also I represent the grandchildren
5 of the people that are sitting up there on the stage.

6 Years down the line when these children come
7 of age they will be asking why were decisions made
8 that were damaging to the planet, and why wasn't our
9 tax money used to take care of the infrastructure. So
10 I'm very much against providing this permit because it
11 will damage their health. I want them to have clean
12 air to breathe, I want them to have an infrastructure
13 that isn't totally corroded and, if they were here
14 right now, they would be saying, please, think about
15 us, don't just think about jobs.

16 I'm all for jobs, but those jobs should be
17 for the children. They should be given for
18 infrastructure, given to help our children have better
19 lives like we did. So, please, reject this permit for
20 our children's sake.

21 SPEAKER 7: My name is Catherine Fox. I live
22 in Richland. I've been a resident over 50 years. I
23 have a son and daughter-in-law, grandson who live in
24 Pasco and fairly close to the railroad tracks, and I'm
25 concerned about the coal dust for health reasons. We

1 had another son who had asthma and people are
2 vulnerable to these things. The other part of it is
3 that I'm bothered by the fact that by sending this
4 coal, we're encouraging burning of coal dust and the
5 environmental impact, global warming, all of that
6 stuff. So I'm against it, I'm against it.

7 My other question is in reading through the
8 material it says that coal is enclosed on a vessel
9 like this (indicating), a ship. Why can't the coal on
10 the railcars be enclosed?

11 When I've asked that question to others, they
12 say, well, because of combustion, the coal. They've
13 had incidents of that. Why will this work and the
14 railcar won't work? Nobody out there knows.

15 SPEAKER 8: I don't know. We've been
16 listening, but we're not sure if this is the place to
17 bring this up. We have a problem. It's not like
18 everybody else's problem.

19 We farm, and what is happening to us is as
20 all of these trains keep multiplying, we can't get
21 across the road. So we're stuck. We've been last
22 year, several times, for an hour at a time, and we've
23 got, you know, factories that are waiting for us, and
24 it's a problem for us. We just don't know what to do.
25 This is going to increase the problem and everything

1 else -- I mean, we want jobs for people too, you know,
2 but this is a problem for us and no one has brought
3 that up.

4 Speaker 9: My name is Mary Lou Yocum.

5 When I was born in 1945, CO2, PPM, that's
6 carbon dioxide in the atmosphere was estimated at 310
7 to 320 parts per million. Parts per million means
8 every one part of CO2, there are one million other
9 gases that make up the atmosphere. Ten years ago it
10 was 384 parts per million, last year it was 403.7
11 parts per million. May 22, 2016, it was 408 parts per
12 million. This does not seem like a lot except in real
13 terms it is a 24 percent increase since parts per
14 million began being collected, the data in 1960. The
15 data suggests that the annual increase is more than
16 two parts per million per year.

17 Most climate scientists believe that this
18 generation in our world will never see anything below
19 400 hundred parts per million. 400 parts per million
20 is symbolic, and it doesn't really signal anything but
21 the last time these numbers were this high, humans did
22 not exist. So what is the big deal? These increases
23 are causing real significant climate change.

24 Warmer weather, wetter weather. When I was
25 young, rain was generally described in terms of

1 inches. Now it is not uncommon to describe rainfall
2 in terms of feet. Uncontrollable wildfires may become
3 the norm. Drought will cause population migration.
4 Heat waves already kill many people every year. So
5 what does this have to do with coal?

6 Coal is a fossil fuel that when burned
7 creates CO2. It does not matter where it's burned.
8 So, just because it's not burned in the US does not
9 mean that we are not responsible for putting CO2 in
10 the atmosphere.

11 Coal needs to stay in the ground. Selling
12 coal for profit or because there is a market in
13 another company is not justification for damage that
14 will occur when the coal is burned. We can no longer
15 burn coal, period. We are not just talking about
16 today or next year. CO2 stays in the atmosphere for
17 multiple generations. We have to decide today we will
18 not do this because of our children and the future
19 generations. Thank you.

20 SPEAKER 10: I just want to know when they're
21 going to start public hearings in Oregon, Idaho, Utah,
22 Colorado, and Wyoming because the new train tracks are
23 going to be coming through these states, the new route
24 that they're having, and they're only having the
25 hearings in Washington. We had to come all the way

1 from Oregon, so we're not happy. We'd like to have
2 some closer to home as would my son in Idaho.

3 It's going to impact a lot more states than
4 just Washington. We should get a say so as well.

5 (The proceedings concluded at 5:00 p.m.)

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C E R T I F I C A T E

I, Heather Guevarra, a Certified Court Reporter for Washington, pursuant to RCW 5.28.010 authorized to administer oaths and affirmations in and for the State of Washington, do hereby certify that the proceedings were personally held before me at the time and place set forth in the caption hereof; that at said time and place I reported in Stenotype all testimony adduced and other oral proceedings had in the foregoing matter; that thereafter my notes were reduced to typewriting under my direction pursuant to Washington Administrative Code 308-14-135, the transcript preparation format guideline; and that the foregoing transcript, pages 1 to 12, both inclusive, constitutes a full, true and accurate record of all such testimony adduced and oral proceedings had, and of the whole thereof.

Witness my hand and CCR stamp at Vancouver, Washington, this 15th day of June 2016.

HEATHER GUEVARRA
 Certified Court Reporter
 Certificate No. 3123

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1 2:5
1.45 3:1
10 11:20
100 3:14,21
12 3:5
12:00 2:2
135 2:24
150 4:20
16 5:17 6:20 7:15
1945 10:5
1960 10:14

2

2 2:1,7 5:4
2.18 2:25
2.5 7:6
200 4:20
2001 3:14
2012 3:5
2016 2:1,7 10:11
21 7:16
22 10:11
23 7:17
24 10:13

3

3 5:14
310 10:6
320 10:7
384 10:10

4

4 6:6
400 10:19

403.7 10:10
408 10:11

5

5 7:25
50 8:22
5:00 12:5

6

6 3:20
6-22 3:20
638 3:3
650 4:13

7

7 8:21
76 6:19

8

8 9:15
840 7:12

9

9 10:4
90 6:21

A

absorbed 6:13
accidents 7:13
Accumulated 3:23
activated 4:5
actual 5:2
added 7:12,15
additional 6:20
Additionally 6:11
adds 7:14

affect 7:16
affected 6:8
affecting 6:9
age 8:7
agencies 2:13
air 3:11 4:4,6,10 8:12
allergies 4:2
Ambre 4:11
ambulance 5:9
America 4:11
Amity 7:25
analysis 2:23 3:4,6
4:22 7:3
annual 2:25 10:15
April 3:5
Arch 4:11
area 2:21 3:18,22 6:24
areas 7:17
article 7:2
Asia 7:6
assume 3:15
asthma 4:6,7 9:1
asthmatic 4:2
atmosphere 10:6,9
11:10,16

B

back 5:19
bad 4:4,6
basis 5:8
began 10:14
benefit 2:24
benefits 5:1
Benton 8:1
BERK 3:5
big 4:3 10:22
bloodstream 6:14

born 10:5
bothered 9:3
breathe 8:12
bring 9:17
brought 10:2
building 3:3
built 4:17
Bulk 3:4
burn 11:15
burned 7:6 11:6,7,8,14
burning 9:4

C

call 5:18
capability 5:17
car 5:9 6:9
carbon 10:6
care 8:9
Catherine 8:21
caused 4:19
causing 10:23
cetera 3:10
change 10:23
chapter 3:20
chemicals 6:11
children 4:8 6:15,25
8:6,17,18 11:18
children's 8:20
chronically 4:9
circuits 5:17
cities 3:23
citizen 8:2
citizens' 2:13
city 5:7
clean 8:11
climate 10:17,23
close 5:23 8:24

closer 12:2
CO2 10:5,8 11:7,9,16
coal 2:6,11,15,17,18
 3:10,12,14,15,16,21,23
 4:9,12,19 5:1,10,11 6:9,
 13,20 7:1,6 8:25 9:4,8,
 9,12 11:5,6,11,12,14,15
collected 10:14
Colorado 11:22
Columbia 6:8
combustion 9:12
comment 2:6
communities 7:21
community 4:15
company 11:13
company's 2:23
concerned 6:24 8:25
concerns 2:13 7:11
concluded 12:5
conducting 2:10
consequences 7:18
constantly 6:22
construction 2:17
Consulting 3:5
contaminated 4:9
corroded 8:13
cost 3:2,7 4:12 5:2
count 4:14
county 2:9,25 3:1 5:7
 7:4,14 8:1
couple 4:4
Cowlitz 2:8,25 3:1 7:4,
 14
create 2:24
creates 11:7
crossing 5:8,10

D

damage 8:11 11:13

damaging 8:8
dangerously 6:8
data 3:15 10:14,15
daughter-in-law 8:23
day 6:3,20 7:15
deal 6:21 10:22
decide 11:17
decisions 8:7
delays 3:8
Department 2:8 7:3,24
derived 3:16
describe 11:1
develop 4:12
developers 7:22
digging 6:7
dioxide 10:6
dispersed 3:23
distances 6:11
dollars 2:25 3:3
Drought 11:3
due 3:8,9 4:2
dumps 6:9
dust 3:12,15,16,21,23
 4:9 6:13 7:1 8:25 9:4

E

Ecology 2:8 7:4,19,24
economic 2:21 3:3
Economics 4:21
effective 6:10
efforts 7:22
EIS 2:16 3:11,15,19,20
else's 9:18
embarked 2:14
emissions 7:5,9
emphasized 3:17
empties 5:19

enclosed 9:8,10
encouraging 9:4
end 4:20 5:2
Energy 4:11,21
environment 2:20
 3:14 5:5 6:7
environmental 2:10,
 16 4:16 6:12 9:5
establishment 3:10
estimate 4:13
estimated 3:2,11 4:20
 10:6
exceed 6:17
exist 10:22
expenses-remediation 4:18
exposed 4:9

F

facility 7:5
fact 9:3
factories 9:23
fairly 8:24
farm 9:19
fee 5:4
feet 3:14,21 11:2
Financial 4:22
fire 4:3,5
Fiscal 3:4
fish 7:20
fishing 3:9 6:10
forest 4:3
fortunate 2:12
fossil 11:6
found 7:4,16
Fox 8:21
fuel 11:6
full 5:17

fully 7:7
future 11:18

G

gas 7:5
gases 10:9
generally 10:25
generation 10:18
generations 11:17,19
giving 5:13
global 9:5
grandchildren 8:3,4
grandchildren's 8:3
grandson 8:23
greenhouse 7:4
gridlock 4:18
ground 11:11

H

habitat 3:9 7:20
half 5:25
happen 4:8
happening 9:19
happy 12:1
health 3:7 4:16 8:11,25
hearings 11:21,25
Heat 11:4
high 2:18 10:21
Highlands 6:24
highway 5:25
home 12:2
hour 9:22
hours 3:8 6:4
house 6:1
<http://ieefa.org/in-northwest-u-s-desperate-times-for-4:23>

humans 10:21
hundred 10:19

I

Idaho 11:21 12:2
imagine 6:4
impact 2:11,14,16,19, 21 3:4 5:20 6:12,15 7:9 9:5 12:3
impacting 5:22
impacts 4:16
imperative 4:25
inches 11:1
incidents 9:13
include 7:11
increase 7:6 9:25 10:13,15
increased 6:1 7:11
increases 10:22
indicating 9:9
individual 5:7
infrastructure 8:9,12, 18
Institute 4:21
issues 7:21

J

jobs 2:25 8:15,16 10:1
June 2:1,7
justification 11:13

K

Kennewick 4:1
kill 11:4

L

level 3:19 5:8 6:17,18

levels 3:13
listed 3:19
listening 9:16
live 5:15,23 7:25 8:21, 23
lives 2:20 8:19
load 6:9
local 2:13 7:20
long 6:10
longer 11:14
Longview 2:6,11,18 3:5 4:19 6:16,23,25
looked 7:20
loop 5:25
loss 3:8,9
lot 5:11 10:12 12:3
Lou 10:4
low-balls 4:14
lower 3:19
lungs 6:13

M

Macfarlane 4:21
made 8:7
make 6:11 10:9
market 11:12
Marks 7:25
Mary 10:4
material 9:8
matter 11:7
means 6:20 10:7
measures 7:8
metric 7:7
migration 11:3
mile 6:1
mile-long 7:15
miles 5:24

Millennium 3:4
million 2:25 3:1,3 4:13, 20 7:6 10:7,8,10,11,12, 14,16,19
mine 6:6
mines 6:7
Ministry 3:13
mitigate 6:3
mitigation 4:15 5:5
money 5:13 8:9
multiple 11:17
multiplying 9:20

N

NAAQS 3:12
negative 6:15
noise 6:16,18
norm 11:3
North 4:11
noted 7:10
noticed 5:15
number 4:14
numbers 10:21

O

occur 11:14
open 6:7
operations 7:5
opinion 5:21
Oregon 11:21 12:1
outweighs 5:1

P

p.m. 2:2 12:5
paid 5:6,8
paper 7:2
part 9:2 10:8

parts 7:14 10:7,10,11, 13,16,19
Pasco 2:1 4:1 6:18,19, 21 8:24
pay 3:7 5:5
paying 5:3
people 2:20 4:7 6:24 8:5 9:1 10:1 11:4
percent 10:13
period 11:15
permanent 2:24
permit 8:10,19
persistent 4:6
personal 5:21
Ph.d. 2:6
pit 6:7
place 9:16
places 5:12
planet 8:2,8
population 11:3
port 3:3 4:17
potential 4:18 7:13
PPM 10:5
predicted 6:16
prediction 6:17
problem 3:24 4:3 5:22 9:17,18,24,25 10:2
proceedings 12:5
profit 11:12
project 2:11,15,24 7:7, 16,22
proposed 7:21,23
providing 8:10
public 2:6 11:21
publicly 4:12
put 4:12
putting 11:9

Q

quality 3:11 4:5,7 7:20
question 2:21 9:7,11
quote 4:11,20

R

rail 7:13
railcar 9:14
railcars 9:10
railroad 5:4 8:24
rain 10:25
rainfall 11:1
reading 7:2 9:7
real 4:14 10:12,23
reasons 8:25
reduce 7:9,22
reduction 3:16
regulatory 6:17
reject 8:19
report 7:24
represent 8:2,3,4
required 4:17
resident 8:22
residential 3:18,25
residents 4:8
responsible 11:9
revenue 3:1,9
review 7:19
reviewed 7:17
Richland 8:1,22
river 6:8,9
road 9:21
ross 4:20
route 5:7,10 11:23
routes 7:13

run 3:24
running 7:8
runs 3:14

S

safety 4:15
sake 8:20
school 4:8
schools 3:25
scientists 10:17
screwing 6:6
Selling 11:11
sending 9:3
sensitive 3:18 4:7
set 5:23
sets 5:18
severe 4:3
ship 9:9
ships 7:12
showed 2:17,23 3:11
shut 6:22
signal 10:20
significant 2:19 7:10, 18 10:23
significantly 7:8
sitting 8:5
slows 5:9
small 5:12
son 8:23 9:1 12:2
Speaker 2:5 5:4,14 6:6 7:25 8:21 9:15 10:4 11:20
stage 8:5
standard 3:12
standards 6:17
start 11:21
state 2:12 5:6,13
statement 2:16 7:19

states 11:23 12:3
stay 11:11
stays 11:16
stop 3:21
stopped 5:24
stuck 9:21
studied 2:20 5:15
study 2:11 3:17 5:20 6:2 7:10,16
studying 2:14
stuff 9:6
suffer 6:25
suggests 10:15
supposed 5:5
surfactant 6:10,13
symbolic 10:20

T

table 3:20
taking 2:13
talking 11:15
tax 3:1 8:9
teacher 6:23
Ten 10:9
terminal 2:7,11,15,17 3:10 4:13 5:1
Terminals 3:5
terms 3:7 10:13,25 11:2
tested 6:18
things 5:14 9:2
THURSDAY 2:1
time 9:22 10:21
times 6:3,21 9:22
today 11:16,17
tons 7:7
totally 8:13
town 5:24

towns 5:20
Toyoko 2:5
tracks 3:24 5:23 6:2 8:24 11:22
traffic 3:8 4:15,19 5:9, 22 6:19,22 7:12
train 3:14,24 4:19 5:9, 10,23 6:1,19 7:13,15 11:22
trains 2:19 5:11,17,18, 20 6:20,21 9:20
transport 2:18
treatment 3:17
Tri-cities 3:22 4:5 5:16, 21
trigger 3:13,18
triggers 4:7
trips 7:15
Tsukuda 2:5

U

u-s-coal-mean-desperate-port-proposals 4:24
uncommon 11:1
Uncontrollable 11:2
usage 6:2
Utah 11:21

V

vessel 7:11 9:8
vessels 2:19
vicinity 3:25
volume 2:18
vulnerable 9:2

W

waiting 9:23
Warmer 10:24

warming 9:5
Washington 2:1,8 3:2
4:4 7:3,14 8:1 11:25
12:4
Washingtonian 2:12
Washingtonians 2:22
3:7 5:2
water 7:20
waves 11:4
ways 7:21
weather 10:24
weeks 4:4
wetland 3:9
wetter 10:24
wildfires 11:2
wind 3:24
windy 3:22
work 3:8 9:13,14
world 10:18
Wyoming 6:6 11:22

Y

year 4:4 7:7,12 9:22
10:10,16 11:4,16
yearly 5:3
years 8:6,22 10:9
Yocum 10:4
young 10:25

Z

Zealand 3:13,17
zones 3:25