



**VOTE TUESDAY, NOV. 2!**

### SPECIAL REPORT

## DFL Senior Caucus held annual meeting and elected officers

by Norm Hanson and Julianne Johnston

### Using tech

Planning and implementing the September 11, 2021, annual meeting for the DFL Senior Caucus was a complicated process—and even more so in the year of a pandemic. The goal was to involve potentially more than two hundred people from all over the state and allow them to be fully involved. Originally, the Planning Committee together with the Technology Committee took on this task and planned a combination of an in-person and Zoom meeting, that is, a hybrid meeting. The Technology Committee spent many hours planning, rehearsing, and actually going on site to figure out how that could be done. However, as the pandemic raged on thanks to the arrival of the Delta variant, the Senior Caucus Board decided that the entire meeting would be held virtually rather than in-person. Plans had to move swiftly to allow for the featured speaker, Al Franken, and the mechanics of voting for a slate of officers and changes to the Senior Caucus Charter recommended by the Ad Hoc Committee on the Charter which had met for months before the annual meeting.

Thanks to the careful and thoughtful planning noted above, the 2021 annual meeting was a remarkable success that allowed people to participate from across the state without having to drive to the Twin Cities or some other central location. At least 135 people were on-line via Zoom at one time during the four-hour meeting. Compare that to the 35-40 people who usually attended the in-person annual meetings.

The process for voting on-line via Zoom was set up in advance after careful planning and thought. People wanting to participate in the voting for officers and directors were invited to request an individual secured number in advance of the meeting. When the “floor” was declared closed for voting, each participant could click on a link and plug in their individual security number to vote. This was done each time there was a vote for an officer or a director or charter change. The “floor” was kept closed for a sufficient amount of time for all interested parties to vote. The results were then tabulated and announced. Jules Goldstein filled in the “dead time” during the voting periods with some of the results of his history of the DFL Project.

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### Upcoming events

**Tuesday, November 2, 7:00-8:30 p.m.**  
**Roseville DFL Central Committee Meeting**

**Tuesday, December 7, 7:00-8:30 p.m.**  
**Roseville DFL Central Committee Meeting**

**Tuesday, January 4, 7:00-8:30 p.m.**  
**Roseville DFL Central Committee Meeting**

**Tuesday, February 1, 7:00-8:30 p.m.**  
**Roseville DFL Central Committee Meeting**

## **Elections**

Kay Hendrikson and Don Slaten were elected to the positions of chair and vice-chair, respectively. The slate of officers was filled out by Secretary Pat Driscoll, Treasurer Nancy Stroessner, State DFL Executive Committee Liaison Kay Hendrikson, and Membership Director Mary Bliesmer. Several new people were elected to the 17-at large director positions to serve on the board in addition to all of the chairs of the chapters across the state.

The participants also reviewed, discussed, and voted on three changes to the Senior Caucus Charter relating to membership and to the roles of committees.

## **Al Franken**

Al Franken provided an up-to-date assessment of the current political environment via Zoom, including the continuing effort by too many Republicans to push the Big Lie that the 2020 election “was stolen” from Trump.

## **Thanks to Volunteers**

The 2021 annual meeting was a success thanks to the challenging work of many dedicated, skilled, and thoughtful people including Parliamentarian Jules Goldstein, who in the absence of a Senior Caucus chair and the current vice-chair, was elected to chair the meeting. Jules did an excellent job as both chair and parliamentarian. Tech support prior to and during the meeting was provided by Bill Middlecamp, Earl Bower, Cindy Spellman, Linda Hopkins, Kent Bergh, and Kay Hendrikson. John Larva worked to refine the membership list. Special thanks to Don Bye, Karla Sand, and Jim Reed for years of fine leadership of the Senior Caucus.

## We're finishing 2021 business

by Commissioner Trista MatasCastillo



Here at Ramsey County, we are working on finishing business from 2021 and looking forward to a new year of progress. I want to thank all of my constituents who have reached out over the last few months to comment on our budget process and important ongoing projects, including Rice Street and the Parks and Recreation Department's review of our park ordinances. We couldn't do the work we do without your thoughtful contributions and questions.

The Ramsey County Board of Commissioners will hold its final public hearing on the 2022-2023 Ramsey County Budget on November 19 at 6:30 p.m. in the Union Depot. Comments made at the hearing will also be shared with city, school district, and other taxing authorities where appropriate. We certified our maximum levy increase of 1.5 percent on September 21, but there is still time to give feedback about county spending priorities and initiatives.

On October 14, I helped lead a meeting with our Ramsey County legislative delegation, including our SD66 legislators, to talk about our shared priorities and to advocate for what I have heard from all of you about the challenges our communities face. I am so grateful to all of our dedicated Ramsey County legislators for their service and wisdom as we move into what many are predicting will be a difficult and contentious legislative session.

On a personal note, I announced my candidacy for reelection at a kickoff event on Tuesday, October 26, at Brunson's Pub, 956 Payne Avenue. Please contact me about your hopes and concerns for the future of Ramsey County. I hope to speak with you!

## Climate Change—Code Red

by Sen. John Marty



Six years ago, at the Paris Climate Conference, virtually all nations committed to taking action to limit global warming to “well-below 2° Celsius” while working hard to keep it below 1.5°. Unfortunately, current projections show that we are on track to have roughly the same amount of greenhouse gas emissions in 2030 that we have now—about double what they need to be if we hope to keep climate change below 2° Celsius. We could hit the 1.5° level by the 2030s.

The political and governmental response in addressing a crisis like climate is typically to ignore or minimize the problem. Then, when taking action, the response is often mere tinkering.

*“Whether we or our politicians know it or not, Nature is a party to all of our deals and decisions, and she has more votes, a longer memory, and a sterner sense of justice than we do.”*

- WENDELL BERRY, ESSAYIST, FARMER, ENVIRONMENTAL ADVOCATE

The consequences are disastrous—more frequent and severe tornados, extreme heat, hurricanes, droughts, flooding, and fires. Despite the destruction, we continue pumping greenhouse gases into the atmosphere, making the problem worse. And the forest fires and other impacts in 2021 are not *the new normal*; they are *the 2021 normal*. *The 2030 normal* is likely to be far worse.

Minnesota has taken steps forward in wind and solar, the new clean-car rules, and energy efficiency. However, at the same time, Minnesota regulators approved the Line 3 pipeline project which will pump enough tar sands oil to add more greenhouse gas emissions than the entire current Minnesota economy! We have limited time to stop our greenhouse gas emissions, yet we are about to double them through the expanded capacity of this one pipeline.

I authored legislation (Senate File 2526) to establish and implement a plan to transition to a 100 percent renewable energy future that brings Minnesota’s economy to net-zero greenhouse gas emissions by 2040.

This is serious business. Obviously, my legislation would require stopping Line 3 and shutting down other fossil fuel infrastructure long before their projected end-of-life. It would require huge changes throughout our economy—including agriculture and manufacturing. It would require converting our transportation system and reshaping building design and heating and cooling. It would require an end to single-use plastics and a system where virtually all our electronics and other products would be fully recycled into new products rather than thrown out.

For decades, scientists have been calling for bold action on climate. I have pushed for environmental sustainability during my entire tenure in the senate. But due to climate denial among the entire Republican Party and the clout of powerful corporate interests, we have made little progress. That needs to change now.

## Letter from Sen. Marty

Dear DFL friends:

A quick update:

On Saturday, October 9, we held our 2022 campaign kickoff event at Central Park in Roseville.

- Thanks to Rep. Hausman, Rep. Hollins, and Mindy and Roger Greiling for co-hosting.
- Thanks to all who volunteered to make the event a success.
- Thanks to all who contributed. Because I do not accept any lobbyist or PAC contributions, or any large contributions – [your contributions make a difference.](#)
- Thanks to all who came.

It was a beautiful fall day, and a great start to the upcoming campaign!



I am heading the Senate DFL candidate recruitment efforts. There are 36 Republican held seats, plus a handful of open seats. We need to gain several seats to pick up a DFL majority, and that will be tough, given trends in the Presidential off-year elections. However, we have some impressive candidates already, and many other promising prospects, even in some difficult districts.

Candidate recruitment is particularly challenging this year because we don't know what the district lines will be after reapportionment. In Republican districts it is challenging enough to find candidates; it is even more difficult when we don't know how the courts will draw the new district lines. But, we are working hard at that.

Redistricting hearings are being held by both the Republican-controlled Senate and the DFL-controlled House, and each party, in each house, is likely to have a proposed reapportionment plan before the legislature reconvenes in late January. However, the chances of any legislative plan passing are practically nil, so redistricting experts predict the courts will end up drawing the new district lines. If so, the courts will likely release their plan on, or shortly after, February 15, which is the legislative deadline for passing a plan.

I would be honored to have your support. If you are interested in volunteering or getting more information, contact Rebecca Bormann, my campaign manager at [info@johnmarty.org](mailto:info@johnmarty.org) If you are able to make a contribution, [click here](#).

Thanks again,

John

# Learn more about electric vehicles

by Gwen Willems



This article is a follow-up to my introductory article on electric vehicles published in the August issue of the *SD66 DFL Newsletter*. This time I'm focusing on additional topics—EV types, makes and models, and jobs and the economy.

## Types of EVs

There is currently a dizzying array of information about EVs. Common acronyms for types of EVs are BEV, PHEV, and HEV. These stand for the three main types of EVs, based on the degree that electricity is used as their energy source. BEVs are battery electric vehicles, PHEVs are plug-in hybrid electric vehicles, and HEVs are hybrid electric vehicles.

If you're interested in getting to know more about EVs and choosing a model,

you might first want to

- do some reading and checking in with friends and relatives who already drive EVs,
- narrow down your favorite options: SUV, sedan, coupe, hatchback, truck, wagon, convertible, minivan, BEV, PHEV, HEV,
- consult some of the best EV car lists online, such as Edmunds at [Best Electric Cars of 2021 and 2022 - Expert Reviews and Rankings | Edmunds](#), and
- test drive the EV models you like best.

## Makes and models

The number of makes and models of EVs has taken off. A random online search for EV models that I did through [PlugStar Shopping Assistant](#) came up with all these models available locally:

- |                              |                                 |                                   |
|------------------------------|---------------------------------|-----------------------------------|
| Audi A7 55 TFSle PHEV        | Hyundai Santa Fe Plug-in Hybrid | Porsche Panamera 4 E-Hybrid       |
| Audi e-tron                  | Hyundai Tucson Plug-in Hybrid   | Porsche Panamera 4 E-Hybrid ST    |
| Audi e-tron GT               | Jaguar I-Pace                   | Porsche Taycan                    |
| Audi e-tron Sportback        | Jeep Wrangler 4xe               | Porsche Taycan Performance        |
| Audi Q5 55 TFSle PHEV        | Karma GS-6                      | Battery Plus                      |
| BMW X3 xDrive30e             | Kia Niro Plug-in Hybrid         | Tesla Model S Long Range          |
| BMW X5 xDrive45e             | Kia Sorento Plug-in Hybrid      | Tesla Model X Long Range          |
| BMW 530e                     | Land Rover Range Rover          | Tesla Model X Plaid               |
| Chevrolet Bolt EUV           | P400e PHEV                      | Tesla Model Y Long Range AWD      |
| Chevrolet Bolt EV            | Land Rover Range Rover Sport    | Tesla Model Y Performance AWD     |
| Chrysler Pacifica Hybrid     | P400e PHEV                      | Tesla Model 3 Long Range AWD      |
| Ford Escape Plug-in Hybrid   | Lincoln Aviator Grand Touring   | Tesla Model 3 Performance AWD     |
| Ford Mustang Mach E          | Lincoln Corsair Grand Touring   | Tesla Model 3 Standard Range Plus |
| California Rt. 1             | MINI Electric Hardtop 2 Door    | Toyota Prius Prime                |
| Ford Mustang Mach E GT       | Mitsubishi Outlander PHEV       | Toyota RAV4 Prime                 |
| Ford Mustang Mach E Select   | Nissan Leaf                     | Volkswagen ID.4                   |
| Ford Mustang Mach E Premium  | Nissan Leaf Plus                | Volvo XC40 Recharge Pure Electric |
| Honda Clarity Plug-in Hybrid | Polestar 2                      | Volvo XC60 Recharge               |
| Hyundai Kona Electric        | Porsche Cayenne E-Hybrid        | Volvo XC90 Recharge               |

*(Continued on next page)*

I am not making any endorsements, but recently rode in a friend's Toyota RAV4 Limited Hybrid and was highly impressed. It is a small SUV that is extremely comfortable (generous leg room), has little noise, and best of all, recharges its battery through use of gas as you drive. No need for charging stations at home or on the road!

### **The economy and EV job creation**

EVs are good for the economy. According to the International Economic Development Council, “study after study confirm that job growth in EV industries will outweigh any reduction of jobs in traditional fuel industries,” resulting in net job growth. EVs also decrease reliance on foreign oil, reduce energy spending, and improve quality of life.

EVs also create a variety of jobs. These include the scientists who conduct research in electric drive technology, the manufacturing workers who build the vehicles, and the automotive maintenance technicians who repair the vehicles. Among manufacturing jobs are electrical and electronic equipment assemblers, electromechanical equipment assemblers, computer-controlled machine tool operators, and machinists.

*Gwen Willems is cochair of the Capitol Region Watershed District Citizen Advisory Committee.*

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## CALENDAR

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*SD66 DFL and Roseville DFL are continuing to hold their meetings remotely until further notice. Zoom links and instructions will be posted at [sd66-dfl.org](http://sd66-dfl.org) prior to the meeting dates.*

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**Roseville DFL Central Committee Meeting**

Visit our website at <http://sd66-dfl.org/> for calendar updates.

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### Elected officials

**Sen. John Marty**  
(651) 296-5645  
[jmarty@senate.mn](mailto:jmarty@senate.mn)

**Rep. Alice Hausman**  
(651) 296-3824  
[rep.alice.hausman@house.mn](mailto:rep.alice.hausman@house.mn)

**Rep. Athena Hollins**  
(651) 296-4224  
[rep.athena.hollins@house.mn](mailto:rep.athena.hollins@house.mn)

**County Commissioner**  
**Mary Jo McGuire - Dist. 2**  
(651) 266-8356  
[maryjo.mcguire@co.ramsey.mn.us](mailto:maryjo.mcguire@co.ramsey.mn.us)

**County Commissioner**  
**Trista MatasCastillo - Dist. 3**  
(651) 266-8360  
[trista.matascastillo@co.ramsey.mn.us](mailto:trista.matascastillo@co.ramsey.mn.us)

### DFL contacts

**City of Roseville DFL**  
Lauren Peterson, Chair  
[lrpeterson8@gmail.com](mailto:lrpeterson8@gmail.com)

**Senate District 66 DFL**  
Ryan Lee, Chair  
(507) 298-0455  
[chair66@df1-sd66.org](mailto:chair66@df1-sd66.org)

**City of St. Paul DFL**  
Libby Kantner, Chair  
(612) 860-7823  
[libbykantner28@gmail.com](mailto:libbykantner28@gmail.com)

**Ramsey County DFL**  
Michael Bearfoot, Chair  
(573) 612-1337  
[ecogeek@gmail.com](mailto:ecogeek@gmail.com)

**4th District DFL**  
Jen Guertin, Chair  
(651) 747-5651  
[jenguertin919@gmail.com](mailto:jenguertin919@gmail.com)

**Minnesota State DFL**  
Ken Martin, Chair  
(651) 293-1200  
[chair@df1.org](mailto:chair@df1.org)

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The *Senate District 66 DFL Newsletter* is published four times a year to inform and educate all interested parties in the activities and issues of SD66 DFLers including elected officials and endorsed candidates. Please contact the editor if you are interested in joining the newsletter committee or submitting an article for publication.

### Newsletter committee

**Editor:** Gwen Willems (651) 646-8854

**Designer:** Edwin Beylerian

**Committee Members:** Judy Berglund, Katrina Lee,  
Ryan Lee, Charlie Quick, Gwen Willems