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Agenda 2023-02-23

Subsection 4C

Resumes
of Resident Applicants
for Supervisor Seat #4

Delivered Herein Under Separate Cover

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Hello Angel,

I would like to apply for the CDD position. Below is my information.

1. Lucas Chokanis
2. 3413 Middlebrook Place, Harmony, FL 34773
3. Electrical Engineer
4. BSEE, MSEE
5. 12 years of in my field of engineering which includes various review boards of debating and determining the best solution for very complex problems.
6. I've lived in Harmony since 2013 with a family of 4, my wife, daughter and son. I led a petition on our street to get a playground built on our street, presented it to the CDD board and it was approved.
7. As our community continues to evolve, I want to be involved with those changes.

Best,
Lucas

Angel

Good afternoon, I am sending you this email with intent to apply for the open seat on the CDD board. Please see the required information below.

1. Your name (Joseph Davis)
2. The address of your legal residence (3415 Feathergrass Ct, Harmony FL, 34773)
3. Your occupation (Sales & Service Manager of the America's for JBTC Corporation out of Orlando FL. I manage 17 employees throughout the US, Canada and South America. My duties are to provide customer service regarding purchases of new equipment, logistics, repairs and training. I am responsible for over 50,000 pieces of heavy equipment that serve aircrafts while on the ground).
4. Your educational background (I have an Associates Degree in Specialized Technology from the Pittsburgh Institute of Aeronautics, a Bachelor's in Business from Columbia Southern University and am about 3/4 through my MBA from the same University)
5. Any special skills you have that might be helpful in serving on the Board (I have served on a board before as Director, VP and President of a Bowling association for town I lived in. My duties included setting up and running meetings, follow up with constituents and providing oversight for growth in membership while adhering to a very tight budget)
6. Any other information you would like to provide (I am an objective person by nature, I prefer to deal in facts not emotions. I believe my experience in my professional and personal life will provide the other board members and citizens of Harmony a perspective dealing in information and ways to improve as the community grows).
7. Why you would like to serve on the Board (I feel there is a great deal of tension in the community that can be channeled. My goal would be to put the minds of the community at ease and reinforce them the CDD is focused on growth and providing them the best commodities for their families).

Thank you for the consideration

To Whom It May Concern:

My name is Brayden Evans and my family moved here to Harmony November, 2021. My wife, Abbey is the middle school secretary here in Harmony and my daughter attends Harmony Elementary. Having lived here a year now we have gotten to meet alot of our neighbors and community members. This truly is a great place to raise a family and live.

I am a local Insurance agent (writing all lines of business in Indiana and Florida). I work from my home and am out in the community everyday. I would like to put my name in the pot for joining the CDD board.

I graduated Indiana University in 2013 with a Bachelor's of Science in Social Studies Education. I taught Middle and High school for four years before becoming an Insurance agent. Growing up my family owned and operated several businesses, so I have always had a good mind for budgets and love meeting new people. I would be very interested in joining and helping out in anyway I can.

I live at 3345 Bracken Fern Drive
My cell phone 812 798 2199
My office phone 689-888-1300

Brady Evans

Insurance Advisor

Gredy Insurance Agency

Indiana & Florida Offices

Phone: 689-888-1300 Florida Office

Phone: 812-337-3333 Indiana Office

Fax: 812-323-2955

Email: brady@gredyinsurance.com



Fred Meek
6848 Sundrop Street, Harmony, FL 34773

Project Manager/Office Manager/Commercial Diver/Photographer

Level of Education - Some College/Technical School

Special Skills -

22 Years of experience with same employer/partner/owner of company

Responsible for the management of several multi-million dollar inspection contracts throughout the State of Florida

Technical Writer

Budget establishment

RFP analysis

Commercial Diver, specializing in structural inspections of bridges

Manage an office of 30 people

Analysis of RFP's, budgets, prioritization of repairs of bridges and structures

Skilled in the use of electronics and current/future technology trends

Photography (land and aerial photography)

Thorough and deep understanding of engineering,

I'd like to serve on the CDD Board for the following reasons -

Fiscal accountability to the community

Younger voice in the community. I often get out and see neighbors, listen to their concerns

Examine concerns/issues from all angles, often offering a creative approach to a solution

Help prioritize short-term vs long-term repairs to the community

Give second opinions on performance of contractors because I understand the

RFP/Repair/Accountability/Fulfillment steps

No nonsense approach to accomplishing tasks

Vested interest for the long-term viability of this community. I own a home in Harmony and have no future plans to leave this community

Thank you,
Fred Meek

COPY
JACQUELINE MEEK

Harmony, US 34773 | applestrudelgrl@aol.com

February 03, 2023

Harmony Community Development District

RE: Board Member

Dear District Manager and Board Members,

I saw your job posting on the Harmony CDD's website and am interested in learning more about Harmony Community Development District. I think that my skills make me a good fit for this opportunity, and I hope to be considered for the job.

My bachelor's degree in Education combined with training and experience has provided me with a great foundation of knowledge and skills. I learn new processes quickly and I'm well-versed with public relations, problem-solving and detail oriented. I have a resourceful approach to problem-solving, tackling challenges head-on and I consider obstacles learning experiences. I'm a people person with high energy and a lot of ambition to succeed.

I would greatly appreciate your review of my enclosed resume and outlined credentials. I believe that I can be a valuable addition to Harmony Community Development District and our community's goals. At your convenience, I am available for an interview or further discussion. I look forward to your response.

Sincerely,
Jacqueline Meek

Jacqueline Meek

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JACQUELINE MEEK

applestrudelgrl@aol.com | (407) 319-8605 | Harmony, US 34773

Summary

Attentive and adaptable educator skilled in management of classroom operations and procedures in a fast pace working environment. Studious and passionate educator with extensive knowledge of education, curriculum, and instruction. Committed to effectively building and maintaining strong relationships with scholars, families and colleagues. Outgoing and friendly with fantastic attention to detail.

Skills

- Curriculum Implementation
- Strong Verbal and Written Communication
- Course Development Experience
- Organizational Skills
- Training & Development
- Data Management
- Team Collaboration
- Problem-Solving
- Multi-task Oriented
- Time Management
- Customer Service
- Detail-Oriented

Experience

Osceola County School District |
Kissimmee, FL

Teacher

08/2007 - Current

- Proficient in Outlook, Microsoft 365, TEAMS, LMS, and Zoom
- Prepared and presented lesson plans in academic subjects using traditional and modern teaching techniques.
- Participated in workshops, trainings and conferences to improve educational skills.
- Identified and documented learning achievements by reporting outcomes, performance information and program adjustments used to boost comprehension.
- Held conferences with parents to address questions, discuss academic progress and encourage learning goals.
- Met with administrators and department team members to work on curriculum planning and assessment methods.

Orange County Public Schools | Orlando,
FL

Teacher

01/2004 - 06/2007

- Planned and implemented integrated multi grade level lessons to meet national/state standards
- Assessed students' progress and met with parents to discuss their children's progress
- Developed and deepened relationships with students, family members, and faculty to promote optimal student learning environments
- Conduct small group and individual classroom activities with them based on differentiated learning needs to ensure that all students are learning to their full potential
- Gathered, analyzed, and tracked student progress data.

Education and Training

University of Central Florida | Orlando, FL

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Bachelor of Arts

12/2003

Valencia College East Campus | Orlando, FL

Associate of Arts

05/2002

Certifications

- Florida Reading Endorsement (K-12)
- Florida ESOL Endorsement (K-12)
- Florida General Education (K-6)

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Angel,

I'd like to formally submit my name for consideration to the vacant CDD seat.

Regards,
Kevin Shirley

Kevin Shirley
3366 Cat Brier Trail, Harmony, FL 34773
Federal Sales
Computer Engineer

My family has lived in Harmony since it's inception. I am raising my children here and I have a deep commitment to this community. I want to see families flourish here and not be burdened with ever increasing taxes while the amenities promised disappear or fall into disrepair.

Michael Skalyo



Professional Experience

Senior Program Manager – Train Control Operations Support, Wabtec – West Melbourne Florida 2022 – Current

- Responsible for on-time / on-budget delivery of dispatch, signaling and/or PTC customer facing projects.
- Lead project coordination, contract acceptance/ closeout and client interface.
- Accountable for contract management, change management and proposal activities to capitalize on opportunities to ensure profitability.
- Owns customer relationship management for multiple accounts and programs from project initiation phase through to implementation and post-delivery support.
- Reports directly to the Senior Program Management Director for the Transit / Commuter segment.

Advanced Lead Project Engineer – Digital Solutions, GE Transportation a Wabtec Co – West Melbourne Florida 2019 – 2022

- Leading the development of the advanced controls for the world's first Battery Electric Locomotive for BNSF and CARB
- Program Champion owning execution of several strategic business critical releases
- Program Champion for the Trip Optimizer Product Improvement feature deck

Scrum Master – Digital Solutions, GE Transportation – West Melbourne, Florida 2014 - 2019

- Agile Transformation champion, formed 4 scrum teams and championed successful transition into the SAFe methodology to achieve improved productivity.
- Facilitated the SAFe processes and execution to resolve and escalate impediments, manage risks, help assure value delivery, and drive continuous improvement.
- Implemented a distributed multi-team software/hardware delivering continuous value to customers. In partnership with Customer Program Managers and Engineering Leaders to define value stream program objectives, and drive release train deliverables, cost estimates and schedules.

Lead Program Management Engineer – Digital Solutions

- Led NPI team to enable an additional EPA certified 5% annual fuel saving applying Trip Optimizer and Smart Horse Power per Ton. Trip Optimizer is being used by customers around the globe, resulting in 20% improved Train Handling
- 2019 GE Transportation Technology Excellence Award for Outstanding Product Implementation.
- Led 50 engineers team, implemented multiple projects, significantly improved fuel savings, & enabling technology for autonomous transportation.
- Contributed to the improvement of the Energy Management and On Time Delivery 18% to 89% in 2 years.
- Aligned resources between GE Transportation businesses, vendors, and customers to meet contractual commitments.

- Directing the successful rehabilitation of the Top 5 business pain point programs.

Systems Control Engineer – Train Controls – Erie, Pennsylvania

- Develop advanced control for aftermarket requisition, enabled 3% fuel efficiency
- Implemented Smart Horse Power per Ton program - Phase2 to achieve an incremental 3% fuel savings for key customer; CSX, BNSF, FEC, VALE, & KCS
- Contributed to the integrated software, resulted in 10% cycle time reduction and a 5% reduction in defects. Enabled software to reduce emissions by 70% for the Tier4 Evolution locomotive.

Systems Control Engineer – Heavy Duty Gas & Steam Turbine Controls – Greenville, South Carolina 2008 - 2014

- Upgraded and improved HD turbine control systems to improve the performance, efficiency, and reliability of the high-volume key 6B, 7-9EA, 7-9FA gas turbine fleets.
- Developed and implemented Premix Recovery Transfer system to allow steady state energy operation, saved operational costs and improved grid stability.
- Co-Inventor - GE Energy Controls Health Advisor, US Patent 251591. Enabled rapid interrogation of control code for Technical Information Letters. This allowed installation of upgraded packages to improve system response.
- Analyzed 4000 turbine trips, identified \$39 million savings, 20% increase in customer orders.
- Advanced software package increased global sales by \$620,000.

Academic Studies – Bachelor of Science 2002 – 2007

- Funded with earnings during 1995 - 2002

Engineering Consultant – Orlando, Florida 1995 - 2002

PSI (Professional Services International)

- Roofing and water proofing consultant, general engineering technical services and inspections

Law Engineering, Environmental and Geotechnical Services International

- NDE inspections of weldments and roller coaster - Universal Studios and Bush Gardens.
- Roofing and water proofing lead inspector for Orange & Brevard County Schools reroofing projects.

Contract NDE Inspection

- NDE inspections of weldment at oil refineries and ship yards at Christiansted, St. Croix, United States Virgin Islands; Rosenberg Texas; New Orleans Louisiana; Lakeland and Jacksonville Florida

Commercial Diver - Deep Sea & Coastal Region

Underwater Engineering Services – Port St. Lucie, Florida

- Diver specializing in NDE inspections of weldments underwater and concrete piling.

Education

Executive Master of Business Administration

Crummer Graduate School of Business, Rollins College – Winter Park, Florida
Fall 2022 Cohort

Bachelor of Science, Aerospace Engineering Focus in Astronautics

Embry-Riddle Aeronautical University – Daytona Beach, Florida 2002 - 2007

Associates of Science, Marine Technology

College of Oceaneering – Wilmington, California 1994 - 1995

Training & Certification

- SAFe 4.0 Scrum Master from Scaled Agile & Certified Scrum Master from Scrum Alliance
- PMI Project Management – GE Energy
- Lean Six Sigma Greenbelt – GE Energy
- CATIA – Advanced 3D Modeling System
- NDE Level II – across broad scope techniques including VT, UT, PT, MT, RT, LT
- Commercial Air Diving
- Hyperbaric Chamber operation – charts and treatments
- Master SCUBA diver

My name is Michael Skalyo. I am writing to introduce myself to the voting members of the CDD Board and to the broader Harmony community. Please consider this my letter of intent to be brought to bear all my experiences thus far to be a good steward of the vision of the Harmony preserve.

My personal journey to this point has been a little unconventional when compared to the traditional student. After graduation from West Orange High School in Winter Garden Florida I moved across the country to California to attend the College of Oceanering. My thought at the time was that I was already a certified scuba diver so why not make a living at it. Perhaps it would afford me the funds necessary to attend a major university. In short order I completed the program excelling at the physical and intellectual aspects of the surface supplied deep water training incorporating diving bell, hyperbaric chamber operation/certification to US Navy Dive Tables, and specialty focus on non-destructive inspection techniques both topside and applied underwater. While attending I also continued my scuba certifications successfully completing both Master Diver and Dive Master. With these new skills I was off; coastal diving offshore in Key West Florida to repair a concrete dolphin piling and water blasting to schedule 4 ship hull inspection in Tampa Bay Florida for vessels in lieu of dry dock. It was at this point that I started exploring the non-destructive testing skills I had earned. Including, oil refinery turnarounds globally, power plant outages across the continental United States, locomotive wheel inspection, paper mill boiler inspections, roller coaster and ride inspections at Universal Studios Islands of Adventure Orlando and Bush Gardens Tampa Florida, finally taking an extended contract role with a third-party inspection company at Hess Oil Virgin Island Corporation in St Croix USVI. Sprinkle in some parttime undergraduate studies along the way before doing some self-reflection and finding my life and careers left me wanting.

It was at this inflection point, when I was twenty-five years old, that I transferred to Embry-Riddle Aeronautical University in Daytona Beach Florida where I pursued a dream of space and the great beyond. I had discovered during those previous years there was a great deal of life and knowledge I didn't know anything about, and my ignorance was bordering arrogance. At this intersection of time and space that my family started to grow and rather fast. Add in working fulltime in the service industry to keep the lights on and the little bellies full. Now I knew it, I had no other choice but to boldly go forward with the real weight of new life firmly upon me. I gotta be honest, it wasn't easy. If ever one wanted to test the depths of their fortitude and perseverance this is the way. I was exhausted in every way imaginable and struggled at times (more than I care to admit) to make sense of my classes, but failure was not an option. My priorities had shifted, now with a beautiful wife by my side and 3 young boys to raise into men; I needed this degree, I now had dependents. After some wins and quite a few losses it was complete, I had done it. I proved to myself, and for that matter anyone else that doubted, that no matter the odds I could succeed I would find a way. Graduation was upon me before I knew it and my time at Riddle had come to an end. The year was 2008.

The bubble had burst, the jig was up, the whole country plummeted into depression. The shuttle program was announced as end of life and there wasn't a replacement program. The options for the space industry seemed to melt away before my eyes. Who was the smart guy now with a degree in Aerospace Engineering and a focus in Astronautics? Could have traded it for a rubber door stopper, I felt so stupid. Ah, but the fundamentals of engineering are the same; I could pivot, I could find a way. Building space vehicles may have been out of the cards for me, but curiosity was still the key. I was interested in other cool technologies and the possibility of what could be. No lie, I must have applied to at least 3000 different engineering roles to get that first real job as a design engineer. Enter General Electric Power and Water.

I was a newly minted Systems Control Engineer at GE Power and Water in Greenville South Carolina working on aftermarket control system upgrades for heavy duty gas and steam turbines. I was tasked with the migration of older end of life Mark* IVm, Mark* V, and Mark* VI control systems to the current, at the time, Mark* Ve and Mark* VIe control system. This control system upgrade was applicable to the entire spectrum of the installed base. Ranging from the smaller frame 6B design through the E Class and larger F Class designs. I also gained early exposure to the new 7HA state of the art gas turbines. After about two years I included D11 steam turbines and combined cycle configurations to the upgrade mix. That is where we mate a gas turbine to a steam turbine via a Heat Recovery Steam Generation system to achieve up to a 64% efficiency rating for a maximum power output at base load of 300+ MW of power give or take depending on the specific frame size in question, all in the footprint of ~1,200sf. Truly incredible power density these impressive works of engineering can produce and it was my job to make them better. Yes, make them better: increase the availability, increase the dependability, increase the operational envelope of the bounds of the physical capabilities via model-based controls. During this time, I earned my Lean 6 Sigma Greenbelt certification focused on the reduction of escaping defects by implementing a 5-step audit process. Shortly thereafter, I was selected to take part in the implementation of a new product called Premix Recovery Transfer specifically designed for the B & E frame units that utilized the Dry Low NOX 1 & 1+ combustion systems. We discovered that when a blowout event happens in one of the combustors, there exists a number of reasons this can happen, we can quickly retransition the combustion system back into its premix state and regain baseload production in just a couple minutes vs having to unload the load the turbine to a minimum reserve load and base combustion state to then reload the unit back to base load taking approximately 30 - 45 minutes. This was a powerful new product, and my first experience with NPI. Not long after I began work on a GE Research Center (GRC) lead program called Health Advisor, as a side project to my daily job of upgrading turbine control with OEM Technical Information Letters (TIL) that address short comings in the performance as well as the full suite of OpFlex products and Remote Deployable Software Upgrades (RDSU). We took a novel approach to the interrogation of the turbine code for a collection of unique signals names and configurations that are independent and specific to each offering. This culminated with receiving US Patent 251591 and being credited as Co-Inventor of GE Energy Controls Health Advisor. I still get the occasional email that this is still be patented in a new country. It is my belief that the full potential of the Health Advisor product could be easily expanded to perform the required turbine safety checks to validate the protection logic that would trigger a shutdown in the event of an issue. In under a minute Health Advisor could validate the same logic that would have taken approximately 16 hours of work for both a control engineer and a safety engineer. But could we get smarter still about improving the dependability of our units, that answer was a resounding yes. I would attend weekly reviews of trip events from the installed base and investigate the root cause and then make recommendations to the commercial component of the business and the customer to establish if there is an existing offering that could have prevented the event in the first place. In the first year alone, I had identified over \$39 Million in potential opportunity leading to over 12 requests for quotes, 2 converted contracts, 4 more pending, and a 72-customer backlog. Through this effort our division was able to exceed the projected growth figures for the year. This is furthermore increased by the personal matching of customer problem to high value - high margin solutions. I had become a product expert in several aftermarket solutions and contributed to the development and continued advancement of the entire packaged solution suite. Upon personal reflection, I still felt incomplete and unrewarded. I had firsthand knowledge of the saving these offerings afforded the entities that purchased them; however, I also noticed that these operational saving were never passed on to the public that they served. I was ready for the next adventure.

The next adventure came from a seemingly unrelated business, Transportation. I became a Train Control engineer at the main locomotive factory in Erie Pennsylvania. Right away I began working to realize breakthrough locomotive technologies while reducing costs for existing technologies in the railroad industry. The large volume of orders created by these new technology advances required the right mix of technical and problem-solving skills. In this position, I designed and implemented upgrades to the GE Transportation Evolution Locomotive control system. I had developed an understanding of the entire locomotive control system as well as the fundamentals of locomotive operation and how those fundamentals interact with the control system to deliver optimum value to the customer. I participated in the creation of a single baseline common trunk software architecture bringing together hundreds of separate customer baseline configurations. At the same time, I was also a key core team member of the project to launch the 1st EPA certified Tier 4 locomotive, representing the Train Control team. Upon the launch of the Tier 4 AC4400 Evolution Series Locomotive I began work on another New Technology Introduction to be known as Smart Horsepower per Ton (SHPT). This was a new technology that was being developed by the GE Digital Transportation business subcomponent, known as Trip Optimizer. The power of this offering was game changing, it had the ability to save an additional 10% fuel savings to the customers on top of the EPA certified 10% fuel saving provided by the Trip Optimizer product alone. While in development of SHPT I was recruited by the Trip Optimizer team to become an Engineering Program Manager for the group commissioned with the task of driving the program to completion. Unbeknownst to me at the time the program was 3 years late! Wow was this ever a shift in the dynamic that I had experienced in my career up until this point. I was no longer on the hook for just the successful completion of my own tasks, but now I held the ownership accountability and setting the sense of urgency for all the core team members. I quickly learned how to positively leverage each individual contributor of the core team to perform their respective development activities. This was and is an understated difficulty when none of the resources reported to me. I'd become a leader with no reports but held all the responsibility for the success of the program. The pressure was on, but I believed in what I was doing and the difference that could make to the environment. Smart Horsepower per Ton earned me recognition in the 2019 GE Transportation Technology Awards for Outstanding Product Implementation. It is also about this point that I started to reflect on the differences in operation and management of the different GE business units. This was further highlighted by my experience in the service industry where the successful operations tended to focus more on the employee or customer as the top of the triangle vs the shareholder returns as the primary driver for corporate decision making.

Not long thereafter, the GE Digital business transformed its engineering development methodology from the traditional waterfall tollgate command and control style flow to a new concept known as agile. My Engineering Program Manager role was morphed into what is known as a scrum master. I obtained my certification from the Scrum Alliance in Scaled Agile for Engineering methodology where I was responsible for leading the successful execution of one or more value streams (Software Release Trains) to support the delivery of strategic software/hardware/systems products. The Agile Project Manager or scrum master is a hybrid role that properly balances agile leadership, a concept known as servant leadership, and program management to help software/hardware/systems development teams plan, build and deliver solutions more efficiently. It wasn't just me, there was a collection of professionals that analyzed the data and had come to the same conclusion that I had. This was a paradigm shift, a bottom-up view of the engineering process, that encouraged a fail fast and iterate to success approach. One in which the business would set the priority of the work to be performed, no more competing priorities, then the teams would plan that set scope of work to be accomplished. Managers were no longer bosses; they were instead tasked with becoming servant leaders. This is one

of the main areas that our business struggled with, the subject matter expert that was previously promoted to manager to drive design didn't fit. The team was now empowered, and the manager was subservient to the needs of the team. It became glaringly obvious that we lacked true leadership. This experiment in agile ended after about two years of effort, and I realized that I needed a new role.

Upon going back to the waterfall engineering methodology, the Trip Optimizer group decided to bring back the Engineering Program Manager in a new form as the Project Engineer. I posted for the newly reminted Project Engineer role and was initially tasked with driving the independence of the Energy Management software, Trip Optimizer, from the locomotive control system. This was no easy task; the two systems had been intertwined since the product's inception. This program entailed unravelling SHPT from the locomotive control system along with every other Energy Management control logic. In addition, I was assigned to drive the development of the Energy Management system for the world's first Battery Electric Locomotive. This effort was commissioned by the California Air Resources Board (CARB) in partnership with BNSF and eventually branded as the FLXdrive (1.0). This program was massive with compounding complexity that relied on the independence program I was also leading as an enabling technology. This was a balancing act to know what was truly important and what was noise. In the end, I had made tradeoffs that delayed the internal delivery of the Energy Management Independence program but facilitated the on time on budget release of the FLXdrive. The fruits of that labor were recognized in 2021 with another Technology Award for Innovation. We'd done it again, another incremental 10% fuel saving was being recognized in conjunction with Trip Optimizer, SHPT, and FLXdrive replacing a diesel locomotive. On top of accomplishing the seemingly impossible the team was able to do this while the COVID-19 pandemic ravaged the globe.

But life had other plans for me. Not long after the CARB demo, I noticed something wasn't right with my left tonsil. It appeared to be slightly inflamed. It was discovered that I had developed stage II HPV-16 mitigated Otolaryngological Cancer. My surgical oncology team invited me to participate in the "Patho's Medical Study" to help determine if cancer patients have potentially been over radiated. As luck would have it, I was randomized into the lower radiation group. After a 7.5-hour initial procedure that removed 22 lymph nodes, part of the base of the tongue, part of the larynx, a chunk out of the soft palate, and the infamous tonsil all on the left side. I unfortunately struggled with "bleeds" and had several revisits to the hospital. This culminated in having an emergency procedure done at 3am due to the bleeds. As I laid there by myself mentally and emotionally preparing for what was next the realization that nothing is promised. I could no longer put off the pursuit of my dreams until tomorrow because there very well may not be a tomorrow. I resolved at that moment that I would proactively pursue my master's degree. After another 5 weeks of radiation, I began the healing process and returned to work ready to explore a new growth challenge, only to find that I was not getting interviews for the roles I was applying for.

Enter Crummer School of Business at Rollins College. Growing up through my schooling years here in central Florida I have always known the reputation and prestige of Rollins College but had never visited the campus. This had nothing to do with Rollins and everything to do with my own stubborn nature. Before making the decision to attend Embry-Riddle I was set to attend another of Florida's state universities. I got hung up on this for several years and held that I would make it my choice for my master's program; however, every time I went to the university for an event I always felt like an outsider, almost as though I was another nameless face in the crowd. That is a complete and total reversal of the warmth, welcoming, engaging feeling of belonging I felt from the very first time I started exploring the Crummer School of Business at Rollins College. Seriously, there is a culture at Rollins that cannot be replicated, and I most assuredly cannot see myself going anywhere else. It is

only a shame that it took me this long to see what was right in front of me all along. Walt Disney believed that the people is where the true magic lies and there is no question the magic is at Rollins College. I want to become the best version of myself that I possibly can and attending graduate school at Crummer is the key. I want to be a great leader that is a role model for those around me and it is my most sincere belief that Crummer can teach me expressly how. I was accepted for the 2022 Fall Executive MBA program. I am proactively applying the lessons I learn everyday into my personal and professional life for the betterment of all.

In August of 2022 I kicked off the engineering effort on the FLXdrive (2.0) with approximately twice the battery energy density and a far more aggressive control and use case strategy. Shortly there after kicking off the weeklong intensive subsystem design thinking process, I was presented another growth opportunity with a divergent side of the Wabtec business, the TCOS (Train Management Operation Systems) organization. TCOS is an integrated dispatch control solution that brings together multiple dispatching functions for Centralized Traffic Control (CTC), Track Warrant Control (TWC), Dark Territory (DT), and Positive Train Control (PTC) into one system for efficient train management. TCOS utilizes commercial-off-the-shelf hardware and software to create a system that is straightforward and easy to operate and maintain. I was again promoted to Senior Project Manager with accountability for 5 Class 1 North American Rail Roads consisting of 9 – 11 separate contracts. We have just completed the organization's MIP (Margin Improvement Percentage) process for the 2023 year and defined the vision for improvement for the year.

1. Your name: Violetta Wilczynski
2. The address of your legal residence: 3115 Dark Sky Dr Harmony
3. Your occupation: Trauma Marriage and Family Therapist
4. Your educational background: Master of counseling - Marriage and Family Therapy-Trauma Therapist- Crisis response, Play therapist
5. Any special skills you have that might be helpful in serving on the Board: My formal education has taught me to keep a cool head and keep situations from escalating, and becoming ugly or out of control. This skill is for both face to face or via written forms of communication!! I have a gift for finding the middle ground people can live with!! I also handle groups or at least three generations at one setting. Multi- points of view at once allowing all to feel heard and have not lost their pride in heated confrontation!
6. Any other information you would like to provide: I have Bookkeeping background plus am an extremely avid researcher!! For quotes or calling the appropriate personal for each job or community distribution.
7. Why you would like to serve on the Board: Our family (three generations) has loved it here in Harmony for the past 2018 to current. I have wanted to serve sooner but was not able to due to family illness! Our community needs many different skill set people and with our current board I feel we would be able to help out together easily without too much of a change over. My personality is free flowing and easy to get a long with but with the ability to speak and not be a yes people pleaser!!! I look forward to working with the current board and helping in difficult situations when everyone feels left out or overly optimistic with aggressive words that help no situation!! Thank you for your time and consideration! Violetta Wilczynski, M.S. 352-717-0132