

Region of Waterloo
Stage 1 Light Rail Transit Project

Definitions, Acronyms, Cited References
Article 1
Definitions

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ARTICLE 1 DEFINITIONS**1.0. Definitions. In the Project Agreement, unless the context otherwise requires:**

- 1.1. **“Asset Management Plan”** has the meaning given in Appendix A of Schedule 15-3 and more specifically refers to the plans to ensure the reliability, viability and long term performance of the systems and facilities that are designed, constructed, operated and maintained by Project Co under the Project Agreement.
- 1.2. **“Basis of Design Report”** has the meaning given in Article 1 of Schedule 15-2.
- 1.3. **“Bridge Condition Index (BCI)”** is the rating tool used by the Ontario Ministry of Transportation for scheduling maintenance and upkeep of bridges and structures.
- 1.4. **“Bus Bridge Plan”** as referenced in Article 1 of Schedule 15-4 refers to the plan developed by Project Co in cooperation with the Region of Waterloo and Grand River Transit (the Region’s Bus Operator) to respond to planned and unplanned service interruptions of the light rail transit system.
- 1.5. **“Bus Bridge”** as referenced in Article 1 of Schedule 15-4 involves the use of bus replacement services during planned and unplanned interruptions of the light rail transit system. A Bus Bridge could involve the use of buses along the entire light rail transit corridor or sections thereof.
- 1.6. **“Bus Rail Coordination”** is the group convened by the Region of Waterloo which addresses areas of coordination between the existing bus services operated by Grand River Transit, the Region’s advisors and Project Co.
- 1.7. **“Central Control Facility”** has the meaning of a centralized facility to monitor, analyze, and manage all ITS subsystems and other LRT subsystems of the Stage 1 LRT Project. The Central Control Facility also supports maintenance and yard operations and is located in the Operations, Maintenance and Storage Facility.
- 1.8. **“Centre Control Facility”** is the room or location within the Operations, Maintenance and Service Facility where all train movements, systems and facilities are monitored and overseen.
- 1.9. **“Daily Report”** has the meaning given in Article 1 of Schedule 15-4.
- 1.10. **“Dark Fibres”** has the meaning of unused and/or reserved optical fibres in the fibre optic cable communications backbone. These fibres may be used at a later time.
- 1.11. **“Daytime Equivalent Sound Level Leq 16h** is the daytime equivalent sound level.
- 1.12. **“Design Units”** has the meaning give in Appendix U of Schedule 15-2.
- 1.13. **“Dispute Resolution Procedure”** has the meaning given in Schedule 27.
- 1.14. **“Emergency Costs”** are costs incurred during the Operations Term and Maintenance and Rehabilitation Term resulting from emergency situations that directly or indirectly impact service operations.
- 1.15. **“Exclusive Right-of-Way”** has the meaning give in Article 11 of Schedule 15-2.
- 1.16. **“Expanded Baseline Schedule”** has the meaning given Article 19 of Schedule 15-2.
- 1.17. **“Fleet Management System”** has the meaning given in Article 9 of Schedule 15-2.

- 1.18. **“Fleet Management System”** has the meaning of a centralized system that allows operators, through software interfaces, to have control and visibility over a fleet by providing them with vehicle and route assignment, and vehicle tracking functionalities.
- 1.19. **“General Manager”** is the senior official with full responsibility for Project Co work during the Operations Term and Maintenance and Rehabilitation Term.
- 1.20. **“Grand River Transit”** is the name of the Region of Waterloo’s Bus Operations.
- 1.21. **“Jerk Rate”** has the meaning of Rate of Change of Lateral Acceleration.
- 1.22. **“Kiss-and-Ride”** has the meaning of a drop-off area.
- 1.23. **“Landscaping”** has the meaning given in Article 2 of Schedule 15-2.
- 1.24. **“Maintenance Management System”** has the meaning given in Article 1 of Schedule 15-4.
- 1.25. **“Major Service Change”** has the meaning given in Article 1 of Schedule 15-4.
- 1.26. **“Medium Service Change”** has the meaning given in Article 1 of Schedule 15-4.
- 1.27. **“Minor Service Change”** has the meaning given in Article 1 of Schedule 15-4.
- 1.28. **“Monthly Activity Report”** has the meaning given in Article 1 of Schedule 15-4.
- 1.29. **“Night time Equivalent Sound Level Leq”** 8h is the night time equivalent sound level.
- 1.30. **“Non-Maintenance Emergency”** is an event not related to maintenance of the light rail transit system which may directly or indirectly impact service operations.
- 1.31. **“Operations Plan”** has the meaning given in Article 1 of Schedule 15-4.
- 1.32. **“Operations Services”** has the meaning given in Schedule 1 of the Project Agreement.
- 1.33. **“Operations Term”** means the period commencing on the Substantial Completion Date to and including the date that is the earlier of 10 years after the Substantial Completion Date and the Termination Date, unless such term is otherwise extended in accordance with the terms of the Project Agreement.
- 1.34. **“Overhead Contact System”** has the meaning given in Article 6 of Section 15-2.
- 1.35. **“Passby Sound Level”** means a weighted equivalent sound level over the time interval of the vehicle takes to pass by.
- 1.36. **“Phase 1 Submittal”** Phase 1 Submittal is the set of primary design submissions following Financial Close, which include all Works Submittals required for the completion of Phase 1, where Phase 1 is as defined in Article 1.2 of Schedule 15-2. The Phase 1 Submittal is a holistic set of submissions covering all of the technical aspects of the System and Public Infrastructure to a preliminary engineering level including the completion of all supporting data gathering necessary to commence Phase 2. For further clarity, the Phase 1 Submittal includes the Definitive Design Submittals in accordance with Section 20.3 of the Project Agreement.
- 1.37. **“Phase 2 Submittal”** all submittals other than the Phase 1 submittal.
- 1.38. **“Phase 3 Submittal”** has the meaning of all submittals required for Phase 3, which is the commencement of revenue service
- 1.39. **“Planned Service Interruptions”** refers to a period of time where segments or the entire light rail system is not operating due to planned maintenance, special events, etc.

- 1.40. **“Platform Fare Transaction Processor”** means a fare collection device used to read electronic fare cards or fare transfers and records trip information onto the fare card or transfer.
- 1.41. **“Platform”** has the meaning given in Article 14 of Schedule 15-2.
- 1.42. **“Point of Reception”** means any point on residential property, 15 meters or more from the nearest track’s centerline where sound originating from the line is received.
- 1.43. **“Project Co’s Baseline Schedule”** has the meaning given Article 19 of Schedule 15-2.
- 1.44. **“Project Schedule”** shall have the same meaning as “Work Schedule” as in Section 22.2 of the Project Agreement.
- 1.45. **“Public Address Control System”** has the meaning of a centralized system which will control and distribute voice announcements to be made at LRT platforms.
- 1.46. **“Public Infrastructure Work (PIW)”** is defined as work elements that Project Co has design, construction, testing and acceptance responsibilities but has no responsibility for ongoing maintenance after PIW is accepted for beneficial use by the Authority Having Jurisdiction. Project Co shall be responsible for the maintenance and up keep of all Public Infrastructure Work (PIW) performed by Project Co within the Project Agreement and on behalf of the Region, respective City, railroad, and public agency having jurisdiction and ownership rights of the plant until acceptance and beneficial use of the PIW on or before the commencement of Light Rail Transit revenue operation by Project Co; or until the Region, respective City, railroad, and agency having jurisdiction and ownership rights takes control of the plant in accordance with the Project Agreement “Possession and Use” requirements. This does not include Project Co’s responsibility for control of all maintenance and up keep of the LRT guideway infrastructure.
- 1.47. **“Remedial Access Notice”** is a management information system which tracks the maintenance activities and actions performed by Project Co on the Light Rail Transit System.
- 1.48. **“Revenue Management System”** has the meaning of a centralized system used to manage and monitor fare collection devices, monitors transactions on ticket vending machines and platform fare transaction processors, handles credit and debit payment processing as well as performs any revenue reconciliation.
- 1.49. **“Semi Exclusive Right-of-Way”** has the meaning given in Article 11 of Schedule 15-2.
- 1.50. **“Service Standard”** has the meaning given in Schedule 15-3.
- 1.51. **“Signal Pre-emption”** has the meaning of the interruption of normal traffic signal operations in order to transfer right of way to an approaching emergency vehicle, typically facilitated through vehicle detection or switches.
- 1.52. **“Standard Operating Procedures”** are the set of rules and procedures established by Project Co which govern the ongoing operations and maintenance of the Light Rail Transit System.
- 1.53. **“Station Stop”** Station Stop has the same meaning as LRT Stop as defined in Article 14 of Schedule 15-2.”
- 1.54. **“Submittal List”** has the meaning give in Appendix U of Schedule 15-2.
- 1.55. **“Submittal Register”** has the meaning give in Appendix U of Schedule 15-2.
- 1.56. **“Substantial Completion”** has the meaning given in Article 1 of the Project Agreement.

- 1.57. **“System Assurance Monitoring Plan”** has the meaning given in Article 3 of Schedule 15-3.
- 1.58. **“System Operations Plan and the Safety and Security Management Plan (SSMP)”** has the meaning given in Article 1 of Schedule 15-4.
- 1.59. **“Systems Work”** A term used when referencing more than one of the following systems or subsystems: Automatic Train Protection or Train Control Systems, Crossing Warning Systems, Intelligent Transportation System (ITS) components and subsystem, Security Systems, Communications Systems, Supervisory Control and Data Acquisition (SCADA) system, Traction Power Substations and OCS Distribution systems, Fare Collection system
- 1.60. **“Test Track”** has the meaning of the completion of both mainline alignment tracks on the Waterloo Spur from Northfield Drive up to and including the Uptown Waterloo Loop and the Project alignment section to Union Street. This shall also include but not be limited to all substation work permitting, installation, interim inspections and testing, maintenance, in accordance with the Project Agreement.
- 1.1. **“Traffic and Transit Management Plan”** has the meaning given in Article 1 of Schedule 15-3.
- 1.61. **“Traffic Control Plan”** Project Co’s holistic approach to pedestrian and vehicular traffic design, construction, and maintenance plans and narrative including individualized plans to the seamless and continuous progress of the Work, completed in their entirety in phases, while providing the least disruption to the adjacent businesses, residents and traffic, while providing local and emergency access during each phase and with the fewest post-construction activities following completion of major construction in each phase.
- 1.62. **“Traffic Management Plan”** has the meaning given Article 18 of Schedule 15-2.
- 1.63. **“Traffic Signal Control System”** has the meaning of a system used to operate and manage a network of the traffic signals in an efficient manner. This includes the monitoring and coordination of traffic signals as well as Transit Signal Priority (TSP) functionalities. Operations are managed through a centralized control area with coordination with traffic signal controllers located on the field.
- 1.64. **“Train Control Plan”** has the meaning give in Article 18 of Schedule 15-2.
- 1.65. **“Transit Signal Priority (TSP)”** has the meaning of an operational strategy used to provide priority movement of transit vehicles through signalized intersections while minimizing impacts to signal coordination and traffic delays.
- 1.66. **“Unplanned Service Interruptions”** refers to a period of time where segments or the entire light rail system is not operating due to emergencies, system failure, etc.
- 1.67. **“Variable Message Sign”** has the meaning of a digital display used to provide dynamic traveler information.
- 1.68. **“Work Breakdown Structure”** has the meaning given Article 19 of Schedule 15-2.
- 1.69. **“Work”** as used in Article 18 of Schedule 15-2 comprises both Public Infrastructure Works and Design and Construction Works.