

# UNECE Tram and Metro Statistics Metadata

## Introduction

This file gives detailed country notes on the UNECE tram and metro statistics dataset. These metadata describe how countries have compiled tram and metro statistics, what the data cover, and where possible how passenger numbers and passenger-km have been determined. Whether data are based on ticket sales, on-board sensors or another method may well affect the comparability of passenger numbers across systems and countries, hence it being documented here.

Most of the data are at the system level, allowing comparisons across cities and systems. However, not every country could provide this, sometimes due to confidentiality reasons. In these cases, sometimes either a regional figure (e.g. the Provinces of Canada, which mix tram and metro figures with bus and ferry numbers) or a national figure (e.g. Czechia trams, which excludes the Prague tram system) have been given to maximise the utility of the dataset.

## File Structure

The disseminated file is structured into seven different columns, as follows:

### Countrycode:

These are United Nations standard country codes for statistical use, based on M49. The codes together with the country names, region and other information are given here <https://unstats.un.org/unsd/methodology/m49/overview/> (and can be downloaded as a CSV directly here <https://unstats.un.org/unsd/methodology/m49/overview/#>).

### City:

This column gives the name of the city or region where the metro or tram system operates. In many cases, this is sufficient to identify the system. In some cases, non-roman character names have been converted to roman characters for convenience.

### Type:

This describes the type of transport system. Most values are either **Tram** or **Metro**. In addition, there are **Light Rail**, **Mixed** (used when the tram or metro data also includes e.g. bus and ferry journeys), and **Other**. In most cases, a combination of City and Type allows identification of the system.

### Year:

The year the data refer to. Data start in 2010.

### Variable:

**Pass** refers to passenger numbers, **PKM** refers to Passenger-km (both in thousands per year).

### Value:

Numerical values of Passenger numbers or Passenger-km (both in thousands). Thus a figure for passenger numbers of 3000 means 3 million passengers per year, or approximately 8200 passengers per day.

### Note:

This column contains descriptive notes when the City/Type combination is not sufficient to specify the system involved (as there are sometimes multiple tram or metro systems in the same city in the United States,) or lists other important inclusions/exclusions.

## Country Notes

### Armenia

#### 1. Data collection

The data are collected by the State Statistical Committee monthly, using a statistical reporting form. The number of passengers transported is determined by the number of all types of traffic documents sold (one-time tickets, long-term tickets, etc., including traffic users who use the service for free). Passenger turnover is

determined by the sum of the number of transported passengers and the average distance travelled by one passenger. The average distance travelled by one passenger is determined based on one-time passenger flow observations and considered a constant value until the next observation.

2. System coverage

There is one metro network in the Republic of Armenia, in Yerevan. There is no tram network in the country.

## **Belarus**

1. Data collection

The Minsk Metro submits monthly data to the Ministry of Transport and Communications, which it has compiled using their accounting data, ticket-check sheets and other primary accounting documents. The Ministry of Transport sends official statistical information to Belstat. Belstat uses the information obtained to produce summary data on transport statistics.

2. System coverage

There is a metro network only in Minsk. It includes two lines and 29 stations. There is a tram network in four cities (Minsk, Mazyr, Novopolotsk and Vitebsk), with data split between Minsk, Gomel region (Mazyr) and Vitebsk region (Vitebsk and Novopolotsk).

## **Belgium – data not yet provided**

1. Data collection

Metro: The number of passengers is published by the public transport operator; passenger-km are calculated by the Ministry of Transport. The data are based on ticket information. Data from mobility surveys are used (average length of trip in kilometres) to calculate passenger kilometres. Since the introduction of the MOBIB-card some public transport operators are changing their methodologies.

Trams: In Brussels, the number of passengers is published by the public transport operator; passenger kilometres are calculated by the Ministry of Transport. No disaggregated data on trams are available for networks in other cities. The data are aggregated together with bus data. Based on the aggregated bus/tram data the Ministry of Transport does calculations and estimations in order to calculate the modal split. The data are based on ticket information. Data from mobility surveys are used (average length of trip in kilometres) to calculate passenger kilometres. Since the introduction of the MOBIB-card some public transport operators are changing their methodologies.

2. System coverage

There is one metro network in Brussels and three pre-metro networks in Brussels, Antwerp, and Charleroi. There are tram networks in Brussels, Antwerp, Gent, Coastal Tram, Charleroi, and Liege (under construction).

## **Bosnia and Herzegovina**

1. Data collection

Data on the road urban transport of passengers are collected through quarterly statistical surveys. The urban transport of passengers covers organized public transport of passengers in cities conducted by business entities engaged in the urban transport (trams, trolleybus and buses). Included are active business entities employing more than 10 persons. The number of passengers is obtained from the number of tickets sold.

2. System coverage

There are no metro networks in Bosnia and Herzegovina. There is one tram network in the capital, Sarajevo.

3. Data availability

Annual data on the total number of transported passengers are available from 2016 onwards. Data on passenger kilometres are not available.

## **Bulgaria**

1. Data collection  
Metro: The data are collected using ticket information and on-board sensors from “Metropolitan”.  
Trams: The data are collected using ticket and card information.
2. System coverage  
There is one metro network and one tram network in Bulgaria, both in Sofia.

## **Canada**

1. Data collection  
Data are collected by Statistics Canada but are not published. Respondent-Companies fill out an electronic form at Statistics Canada. The data come from their financial statements. The data represent the total of the passengers recorded by a transport company and there is no distinction between the type of vehicle used (metro, tramway, light rail, bus, commuter train or ferry).
2. System coverage  
There are three high capacity underground urban metro systems in Canada: Toronto Subway, Montreal Metro and Vancouver-Sky Train.  
Canada has five light rail/tram networks: the Toronto streetcar system; the CTrain in Calgary, Alberta; the Edmonton LRT; the O-Train in Ottawa, Ontario; and the Ion rapid transit in Waterloo Region, Ontario.

## **Croatia**

1. Data collection  
Data on the road urban transport of passengers are collected through quarterly statistical surveys. The urban transport of passengers covers organized public transport of passengers in cities with a population of over 40 000, conducted by business entities engaged in the urban transport of passengers (by trams and buses). Included are active business entities employing more than 10 persons and business entities registered in other activities but engaged in urban transport of passengers. The number of passengers is obtained from the number of tickets sold and estimates (based on the number of sold bus/tram passes for the urban and suburban transport).
2. System coverage  
There are two tram networks (Zagreb and Osijek), but no metro networks in Croatia.
3. Data availability  
Annual data on number of transported passengers are available for both tram networks as total. Data on passenger kilometres are not available.

## ***Cyprus – no trams or metros***

## **Czechia**

1. Data collection  
Metro data are collected by sensors in the metro and data on trams are collected using mostly ticket information. The data on urban transport is collected through questionnaires sent out to all operators carrying out urban transport. Filling in these questionnaires is obligatory according to Czech law.
2. System coverage  
There is one metro and one tram network in Prague. There are tram networks in other cities in addition to Prague, including Brno, Liberec, Most-Litvinov, Olomouc, Ostrava and Plzen.
3. Data availability  
Passenger numbers and kilometres are available for metro and other transport modes of urban transport (i.e. buses, trams, trolleybuses) for all the cities where urban transport exists.
4. Other notes

Data provided in millions, so multiplied by 1000 manually

The data in different cities, except Prague, are considered confidential as there is usually one operator providing urban services in each of them. These data are reported as aggregate ("Czechia total, excluding Prague"). On the map, these data appear at Brno.

## Denmark

1. Data collection  
Data is collected directly from the operating companies. The companies base their calculations on a mix of boarding information from sensors, ticket information and information from electronic travel cards that can be used for all public transport.
2. System coverage  
There is one metro system (Copenhagen) and one tram system in the country.
3. Other notes  
The "Aarhus Letbane" opened its first segment of 6 km in December 2017. Data for passenger kilometres are published in millions of kilometres, so the reported number due to rounding for "Aarhus Letbane" is 0, which means that there have been less than half a million passenger kilometres.

## Estonia

1. Data collection  
Using a statistical survey, data are collected from tram network operators who make the calculations. The data are compiled by Tallinna Linnatranspordi AS who has its own data collection methodology. Passenger registration data from on-board sensors are used for passenger counting. An average distance of 2,93 km is used for calculating passenger kilometres for trams.
2. System coverage  
There are no metro networks. One tram network exists in Tallinn with four lines.

## Finland

1. Data collection  
Data are received from Helsinki Region Transport (HSL) which is a joint local authority. HSL publishes their own statistics but Statistics Finland also compiles Public Transport Performance Statistics. On-board sensors and gateway counters at the metro stations are used for data collection. Trams use on-board sensors.  
  
Passenger numbers refer to passengers embarking on public transport. In practice, this means that if a passenger changes from one means of transport to another during his/her journey, each ascent is recorded separately. Metro and trams have in-vehicle automated passenger counters that count both incoming and outgoing passengers. Metro stations also have gate counters located in the access areas leading to the platforms. Passenger kilometres are estimated based on this data.
2. System coverage  
There is one metro network in the Helsinki Metropolitan area (Helsinki City Transport). At the moment, only one tram network exists in Helsinki but in 2021 Tampere Tramway should also be operating.
3. Other notes  
Data provided in millions, so multiplied by 1000 by the Secretariat.

In 2018, the metro line was extended to the West, the first stage of extension was 14 km, with eight new stations.

## France

1. Data collection

In the Paris area, annual data on passengers and passenger kilometres are provided by the regional observatory (Omnil). Outside the Paris area, data on passengers and passenger kilometres are collected using an annual survey on urban public transport, including metros and tramways. This survey is conducted by the GART (a transport authorities' group). Data for cities other than Paris are all collated under "France total (excluding Paris)". On the disseminated map, these data appear in Lyon as this is the biggest system outside of Paris.

2. System coverage

There are six metro networks (Paris, Lyon, Marseille, Toulouse, Lille and Rennes) and 28 tram networks (using 73 tramway lines) in France.

3. Other notes

The Paris RER is an express train line connecting Paris city centre to surrounding suburbs. The RER is included in the urban transportation statistics but as a railway mode since 2019.

The OrlyVal and CDGVal are shuttle trains from CDG and Orly Airport. The Ministry of Transport doesn't collect data on passenger numbers and/or passenger kilometres regarding these lines.

## Georgia

1. Data collection

Data are provided by Statistics Georgia, but the data are collected directly by the Tbilisi Transport Company.

2. System coverage

There is only one metro system in Georgia, in Tbilisi. The system has two lines that serve 23 stations.

## Germany – *only country level data (not yet provided)*

1. Data collection

Data are collected using an official survey. Tram and metro data are reported together in German statistics.

2. System coverage

There were 60 tram and metro enterprises in 2017.

## Greece – *data not yet provided*

1. Data collection

The following methods are used to collect data on metro passengers: ticket information throughout the automatic fare collection system, network modelling, and surveys. On-board sensors are used to calculate train kilometres.

2. System coverage

In Athens, there is one metro network, consisting of three lines (L1, L2, and L3) and one tram network, consisting of three lines (T3-T4-T5)

## Hungary

1. Data collection

Data are collected from metro or tram operator enterprises. The data are based on traffic counting done in recent years and adjusted with revenue from ticket sales.

2. System coverage

There is one metro network with four lines in Budapest. There are four tram networks (Budapest, Debrecen, Miskolc and Szeged).

3. Other notes

There is a suburban rail in the capital, which is counted in the urban passenger transport.

In 2018, the performance of the Budapest metro network decreased due to the major renovation works.

## **Ireland**

1. Data collection  
Data are collected from the operator annually. The number of passengers is estimated using two sources: recorded daily ticket sales by ticket type, and census that is conducted once a year. The census enumerates passenger movements for both weekday and weekend periods.
2. System coverage  
No metro network exists. There is one tram/light rail system in Dublin, the Luas. Data for the green and red lines were previously published separately, but have been collated together starting with the 2021 release.

## **Israel – *data not yet provided***

1. Data collection  
Ministry of Transport (MOT) makes estimates on passenger numbers for operational planning and administrative internal uses. The MOT estimates are not published or disseminated to the public. The estimates are based on a sample of trips by day of the week and hour, by way of on-board sensors that are placed on one of the entries to the vehicles (not all entries). The validation is done upon boarding the vehicle, not upon alighting. So, no data is available regarding the entire trip. In addition, data is collected from electronic ticketing (smart card). The tram network is operated by a single contractor and the data collected from the Smartcard is not currently accessible.
2. System coverage  
There are no metro networks. One tram (LRT) network exists in Jerusalem. It consists of one line. More lines are in planning/under construction. Another system is being planned in the Tel Aviv Metropolitan area.
3. Data availability  
No data on passenger kilometres are available.
4. Other notes  
There is a local underground funicular, 2000 meters long, with six stations, connecting the lower parts of Haifa city with the higher parts. The operator has data, but they are not submitted to the Central Bureau of Statistics on a regular basis.

## **Latvia**

1. Data collection  
The number of passengers is collected using ticket information. Passenger kilometres are calculated using an average length of journey by bus in each city.
2. System coverage  
There are no metro networks in Latvia. There are three tram networks in Riga city, Daugavpils city and Liepaja city.
3. Other notes  
The tramline, SIA 'Liepājas tramvajs', changed its passenger counting methodology in 2016, and, starting with 2019, it is not possible to compare the respective data with that of previous years.

## ***Lithuania – no trams or metros***

## ***Moldova – no trams or metros***

## **Netherlands – no data available**

1. Data collection  
Data on the transport modes are collected using a mobility survey. The number of questionnaires is not high enough to make reliable estimates for the separate modes.

2. System coverage  
There are two metro networks, in Amsterdam and Rotterdam, and four tram networks, in Amsterdam, Rotterdam Den Haag (The Hague) and Utrecht.
3. Data availability  
Bus, tram and metro data are grouped together in one national figure.

### ***North Macedonia – no trams or metros***

### **Norway**

1. Data collection  
Historically, metro and tram data have been based on ticket sales. Since 2018, metro data have been collected from on-board sensors and most tram operators are in the process of switching to on-board sensors. The figures are taken from the Norwegian municipality-state reporting statistics (KOSTRA) compiled annually by Statistics Norway.
2. System coverage  
Only Oslo has an underground metro system. There are three tramlines, in Oslo, Bergen and Trondheim.
3. Data availability  
Annual data on passenger numbers are reported as a total for trams and metros in Oslo. The same applies for passenger kilometres. Data on passenger numbers and kilometres are available for the Bergen light rail and Trondheim tram.
4. Other notes

### **Poland**

1. Data collection  
The data are obtained from transport operators. The number of passengers is estimated based on the number of tickets sold.
2. System coverage  
There is only one metro network in Poland, in Warsaw, and it includes two lines. There are 189 tram networks in Poland in ten voivodships (length 2338.2 km).
3. Data availability  
Statistics Poland collect annual data for the metro on the number of passengers, passenger kilometres and wagon kilometres. Annual data concerning passenger number and passenger kilometres are available in total for the bus and tram network. Although available, data on passenger kilometres are not provided. Data on the total number of passengers for tram and bus transport at voivodship level are available, but it is not possible to go down to the level of cities. This is because bus connections go beyond the territory of one city.

### **Portugal**

1. Data collection  
Statistics Portugal collects data directly from transport operators using on-line surveys. Data provided by companies are estimated mainly from the ticketing system (contactless). Data are collected monthly and annually.
2. System coverage  
There are three different metro network systems in Portugal: in Lisbon, Porto and Metro Sul do Tejo. There is one tram network system in Lisbon. There is also a local tram system in Sintra (a municipality in the metropolitan area of Lisbon), which is mainly for tourism.
3. Data availability

Information about seats-km and number of carriages for the metro system is collected monthly and annually. Statistics Portugal does not have data on trams, but the main transport company has some information on them.

## Romania

1. Data collection  
Data are collected through a survey, conducted quarterly, which covers the number of passengers and passenger kilometres for metros and trams. The respondents (metro and tram operators) fill in the data on a web portal.
2. System coverage  
There is one metro network in Romania (Bucharest) and eleven tram networks.
3. Other notes

Since 2015Q3 Bucharest data on beneficiaries of gratuities for retirees are not included, in accordance with the decision of the Bucharest Municipality.

## Russian Federation – only country-level data

1. Data collection  
The metro and tram operators provide information on passenger transportation, which includes passengers paying toll fare (including passengers of privileged categories) and passengers enjoying the right of free travel. The number of passengers is determined using data from reading devices.  
In the absence of reading devices the number of passengers is determined as the sum of the products of the number of tickets sold and the number of trips made using them; the number of passengers using the right of free travel is determined as the sum of the products of the number of issued documents, on the basis of which free travel of certain categories of citizens is allowed, and the number of trips made using them.  
The number of trips made on long-term tickets is determined based on periodically conducted full-size examinations of passenger flows (or is established expertly by the Ministry of Transport of Russia).  
Passenger traffic is determined by multiplying the number of passengers carried by the average distance travelled by the passenger. The average distance travelled by a passenger is determined based on a periodically conducted survey of passenger flows.  
  
For trams, field surveys are carried out by executive authorities of the constituent entities of the Russian Federation and local self-government bodies that carry out the functions of organizing transport services for the population.  
  
Data on tram systems (which include trolleybuses) and the metro are compiled by the Federal State Statistics Service annually as part of the federal statistical monitoring.
2. System coverage  
At the end of 2018, tram systems (including trolley buses) and the metro operated in 113 cities of the Russian Federation (tram transport in 61 cities, trolley transport in 86 cities, and metro in seven cities).
3. Other notes  
Data on individual cities are not publicized in order to ensure confidentiality of primary statistical data received from organizations.

## Serbia

1. Data collection  
The data are obtained from tickets sold.
2. System coverage  
Metro data for Belgrade refer to the “BG Voz” urban rail system.



3. Data availability  
Data on passenger kilometres are not available.

### **Slovakia – all data are considered confidential**

1. Data collection  
Data collection is based on ticket information.
2. System coverage  
There is no metro network. There is one tram network.
3. Data availability  
Annual data for passenger numbers and passenger kilometres are available for enterprises with 20 or more employees.

### ***Slovenia – no trams or metros***

### **Spain**

1. Data collection  
INE Spain collects monthly data on the number of passengers, income and number of employees in each metro and tram network using a survey. These data are edited and disseminated for each metro network. In the case of tram networks, the data are not disseminated at individual level, but they are added up with the data provided by bus companies. Data provision is compulsory by law.
2. System coverage  
There are seven metro networks in Spain and 16 different tram networks.
3. Data availability  
No information is requested about passenger kilometres.

### **Sweden**

1. Data collection  
Data are collected through a questionnaire sent to all regional public transport authorities, who have responsibility of metro or tram systems.
2. Other notes  
Due to changes in the method of collecting tram data, data for 2011 onwards are not comparable with previous years.
3. Data availability  
Tram data are only available as an aggregate of Stockholm, Gothenburg and Norrköping.

### **Switzerland**

1. Data collection  
Data are provided by transport companies and collected through an internet based survey. Due to data protection reasons, not all disaggregated values can be delivered.  
Any differences between the results from company reports and official sums provided by the Federal Statistical Office are due to corrections in the data.
2. System coverage  
There are no metro networks in Switzerland. There are six tram networks (Basel, Bern, Geneva, Lausanne, Neuchatel and Zurich).
3. Data availability

The Federal Statistical Office only publishes aggregated data for all tram networks. Transport operators provide some disaggregated data for their network.

## Ukraine

### 1. Data collection

Metro: Information about the number of transported passengers is based on the results of the fixed passage of passengers through turnstiles using: onetime tokens (tickets), payment by bank card, a special Internet-based application, travel cards, refill cards, documents confirming the provision of benefits, etc. Information about passenger kilometres is also provided.

Tram: Information about the number of the transported passengers is based on the number of single tickets sold, travel cards, by documents confirming the provision of benefits or estimates of the transported benefit-entitled passengers. Information about passenger kilometres is also provided.

### 2. System coverage

In Ukraine, there are metro systems in three cities. There are two tram system types: trams and funicular railroad.

### 3. Data availability

Tram systems are not considered separately, but on a regional basis

### 4. Other notes

Information about tram transport is published by region. Data on individual cities are not released in order to comply with the requirements of Ukraine's law on the state statistics regarding confidentiality of statistical information. From 2010 till 2013, in Ukraine there were 22 cities where tram transport operated; since 2014, 14 cities have submitted reports. In the Donetsk region for 2010-2013, there were eight cities where tram transport operated; since 2014, two cities have submitted reports.

## United Kingdom

### 1. Data collection

Data from light rail and tram operators are collected in an annual survey. Statistics for London Underground are provided by Transport for London.

A variety of methods are used by operators to collect the data. Most operators report that passenger journeys figures are derived from ticket data, either directly from ticket machines or based on ticket sales. Other methods include an on-tram passenger count system using infra-red door sensors, automatic passenger counts at stations, or surveys. Where figures are derived from ticket sales data, assumptions based on passenger surveys are made to estimate the number of journeys per ticket (for example, for season tickets). For the systems that report using passenger counts from ticket machines, season ticket and pass holder boardings are captured by the pressing of a button on the machine. Only one operator makes an adjustment for under-recording, with the others reporting that they make no adjustment but estimate that the level of under-recording is small.

Details below:

Transport system	Data collection method
London Underground	Derived from ticket sales
Docklands Light Railway	Based on automatic passenger counts at stations
London Tramlink	Passenger numbers are recorded by an on-tram passenger count system of people boarding and alighting using infra-red door sensors
Nottingham Express Transit	These figures are derived from the actual ticket machine and validator records. Any assumptions/methodologies for paper ticket usage is taken from the independent passenger ticket apportionment survey conducted on an annual basis and additions made based on their findings
Midland Metro (Birmingham/Wolverhampton)	Derived from ticket data directly from ticket machines
Sheffield Supertram	Tram/ Tram train. Figures based upon date received from the on-tram conductor's ticket machines.

Tyne and Wear Metro (Light rail)	Passenger boardings and distance are estimates based on Continuous Monitoring surveys. Approximately 8,000 surveys are carried out per 4-week period. Independent audit determined precision of 2.3% for overall boardings and 3.2% for Concessionary Travel boardings.
Manchester Metrolink	Derived from ticket sales
Blackpool Tramway	Derived from ticket data directly from ticket machines
Edinburgh Trams	Derived from ticket sales
Glasgow Underground	These figures are derived from the ticketing system which counts tickets when passengers exit the System.

Whilst there are differences in the methods used by operators to compile the estimates of journeys and it is difficult to assess the impact of these precisely, data are validated by comparison to previous years and consequently broad trends shown should be sufficiently robust for the uses of these statistics.

Passenger kilometres travelled are calculated by multiplying the number of passenger journeys by an average journey length. Average journey lengths are estimated from passenger surveys. Typically, the same figure is used for several years, with periodic revisions for example associated with network changes. As a result, whilst the passenger kilometres figures should reflect broad trends sufficiently, year on year changes should be treated with caution.

2. System coverage

There are two underground networks in London and Glasgow. In addition, there are two light rail and seven tram systems, which are primarily surface running, which sit outside of the UK National Rail network but carry many passengers on a daily basis in an urban setting. There was a reclassification of some systems between tram and light rail in the 2021 data update.

## United States

1. Data collection

The Federal Transit Administration (FTA) mandates that all service data be collected and recorded daily so that the data are 100 percent accurate. Transit agencies may collect service data during the year by using drivers' logs, scheduling software, automatic passenger counters, manual passenger counters, and fareboxes. FTA recognizes that certain service statistics are challenging to collect. Transit agencies may estimate unlinked passenger trips and passenger miles travelled through sampling.

2. System coverage

There are 15 different metro networks and 25 tram/streetcar networks in the United States.

3. Other notes

The PATH Train in New York City is a subway system, but is included in the national system of railroads, so is excluded. Also excluded are all inclined plane/funicular systems, aerial tramways, bus rapid transit, and trolleybus systems that operate with overhead catenaries and rubber tires. Several systems under construction are not included. In Boston, data for the Green Line and the Ashmont-Mattapan Line are reported together, even though these are separate systems. In Philadelphia, data for the subway and Norristown High Speed Line are reported together, even though these are separate systems. Two of the United States' hybrid rail systems are included in the national system of railroads, and so are not included on this list. Those two systems are the Capital Metro in Austin, Texas and the West Side Express in Beaverton, Oregon (outside of Portland, Oregon.)

4. System descriptions by City

The following table shows the name of the system by city. The second column refers to the United States classification of the system.

Mode "HR" refers to "Heavy Rail" and is equivalent to Metro. Mode "LR" refers to "Light Rail". Mode "SR" refers to "streetcar" and mode "CC" refers to "Cable Car." Mode "MG" refers to various forms of automated guideways, people-movers, and monorails. Mode "YR" refers to "hybrid rail" which are systems that have a blend of characteristics between "light rail" and "commuter rail." To simplify the data and enable better cross-

country comparisons, in the dissemination file HR was assigned to Metro, LR to be Light Rail, SR to Tram, CC to Tram, MG to Other, YR to Light Rail. Some exceptions are listed below

Atlanta	HR	Metropolitan Atlanta Rapid Transit Authority (MARTA)
Atlanta	SR	City of Atlanta Streetcar
Baltimore	HR	Maryland Transit Administration (MTA) - Baltimore SubwayLink
Baltimore	LR	Maryland Transit Administration (MTA) - Baltimore Light RailLink
Boston	HR	Massachusetts Bay Transportation Authority (MBTA) - Boston "T"
Boston	LR	MBTA - Boston Green Line and Ashmont-Mattapan Line
Buffalo	LR	Niagara Frontier Transportation Authority (NFT Metro)
Charlotte	LR	City of Charlotte North Carolina (CATS) - Charlotte Lynx
Charlotte	SR	City of Charlotte North Carolina (CATS) - Charlotte Streetcar
Chicago	HR	Chicago Transit Authority (CTA) - Chicago "L"
Cincinnati	SR	Southwest Ohio Regional Transit Authority (SORTA / Metro / Access) - Cincinnati Bell Connector
Cleveland	HR	The Greater Cleveland Regional Transit Authority (GCRTA) - "The Rapid"
Cleveland	LR	GCRTA - "The Rapid" Green Line
Dallas	LR	Dallas Area Rapid Transit (DART)
Dallas	Other	McKinney Avenue Transit Authority (MATA). This system is a streetcar/tram, but has been classified as "Other" to distinguish from the DART streetcar.
Dallas	SR	Dallas Area Rapid Transit (DART)
Denver	LR	Denver Regional Transportation District (RTD)
Detroit	MG	Detroit Transportation Corporation (Detroit People Mover)
Detroit	SR	M-1 Rail - Qline
Norfolk (Virginia)	LR	Transportation District Commission of Hampton Roads (HRT) - "The Tide"
Houston	LR	Metropolitan Transit Authority of Harris County, Texas (Metro) - Houston METRORail
Jacksonville	MG	Jacksonville Transportation Authority (JTA) - Jacksonville Skyway
Kansas City	SR	Kansas City, City of Missouri (KCMO)
Kenosha (Wisconsin)	SR	City of Kenosha (KAT)
Las Vegas	MG	Las Vegas Monorail Company(LVMC)
Lewisville (Texas)	YR	Denton County Transportation Authority (DCTA) - The "A Train"
Los Angeles	HR	Los Angeles County Metropolitan Transportation Authority (LACMTA)
Los Angeles	LR	Los Angeles County Metropolitan Transportation Authority (LACMTA)
Memphis	SR	City of Memphis (MATA)
Miami	HR	County of Miami-Dade (MDT) - Miami Subway
Miami	MG	County of Miami-Dade (MDT) - Miami MetroMover
Milwaukee	SR	City of Milwaukee - "The HOP"
Minneapolis	LR	Metro Transit
Morgantown	MG	West Virginia University - Morgantown Personal Rapid Transit
New Orleans	SR	New Orleans Regional Transit Authority (NORTA)
New York	HR	MTA New York City Transit (NYCT). Note that the Staten Island Railroad is shown separately.
Newark	LR	New Jersey Transit Corporation (NJ TRANSIT) - Newark Subway

Jersey City	LR	New Jersey Transit Corporation (NJ TRANSIT) - Hudson-Bergen Line
Trenton (New Jersey)	YR	New Jersey Transit Corporation (NJ TRANSIT) - The River LINE
North Little Rock	SR	Central Arkansas Transit Authority (CATA)
Oakland / San Francisco	HR	San Francisco Bay Area Rapid Transit District (BART)
Antioch (California)	YR	San Francisco Bay Area Rapid Transit District (BART) - eBART
Oakland	MG	San Francisco Bay Area Rapid Transit District (BART) - Oakland Airport Connector
Oceanside (California)	YR	North County Transit District (NCTD) - North County Sprinter
Philadelphia	Other	Port Authority Transit Corporation (PATCO) - PATCO Speedline. This is a metro system, but has been reclassified as "Other" to distinguish it from the SEPTA system.
Philadelphia	HR	SEPTA - Subway & Norristown High-Speed Line
Philadelphia	SR	Southeastern Pennsylvania Transportation Authority (SEPTA)
Phoenix	LR	Valley Metro Rail, Inc. (VMR)
Pittsburgh	LR	Port Authority of Allegheny County (Port Authority)
Portland (Oregon)	LR	Tri-County Metropolitan Transportation District of Oregon (TriMet)
Portland (Oregon)	SR	City of Portland (PBOT)
Sacramento	LR	Sacramento Regional Transit District (Sacramento RT)
Salt Lake City	LR	Utah Transit Authority (UTA)
San Diego	LR	San Diego Metropolitan Transit System (MTS)
San Francisco	LR	City and County of San Francisco (SFMTA) (MUNI)
San Francisco	SR	MUNI Heritage Streetcar Line
San Francisco	Other	MUNI San Francisco Cable Car. This has been reclassified as "Other" to distinguish it from the Heritage Streetcar Line.
San Jose	LR	Santa Clara Valley Transportation Authority (VTA)
San Juan	HR	Alternativa de Transporte Integrado - ATI (PRHTA) - Tren Urbano
Seattle	LR	Central Puget Sound Regional Transit Authority (Sound Transit) - Link Light Rail
Tacoma (Washington)	SR	Central Puget Sound Regional Transit Authority (Sound Transit) - Seattle Streetcar
Seattle	SR	King County Department of Metro Transit (KCM)
Seattle	MG	City of Seattle (SMS) - Seattle Monorail
St. Louis	LR	Bi-State Development Agency of the Missouri-Illinois Metropolitan District (METRO)
Staten Island	HR	Staten Island Rapid Transit Operating Authority (SIRTOA)
Tampa	SR	Hillsborough Area Regional Transit Authority (HART) - TECO Line
Tucson	SR	City of Tucson (COT)
Washington	HR	Washington Metropolitan Area Transit Authority (WMATA)
Washington	SR	DDOT - Progressive Transportation Services Administration - DC Streetcar
St. Louis	SR	"The Loop"