

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
Statement of Operations
As of August 31, 2025

| | Month-to-Date | | | | Year-to-Date | | | |
|---|---------------------|---------------------|--------------------|----------------|---------------------|---------------------|---------------------|--------------|
| | 1 Month 2025 | 1 Month 2024 | \$ Change | % Change | 8 Months 2025 | 8 Months 2024 | \$ Change | % Change |
| Revenues | | | | | | | | |
| Toll | \$ 37,943,408 | 38,209,863 | \$ (266,455) | (.7%) | \$ 270,978,170 | \$ 260,671,142 | \$ 10,307,028 | 4.0% |
| Concession | 1,787,025 | 1,748,500 | 38,525 | 2.2% | 11,673,034 | 11,600,236 | 72,798 | .6% |
| State Fuel Tax Allocation | 290,371 | 310,278 | (19,906) | (6.4%) | 1,974,108 | 2,074,666 | (100,558) | (4.8%) |
| Special Toll Permit* | 107,886 | 109,926 | (2,040) | (1.9%) | 935,993 | 1,272,249 | (336,256) | (26.4%) |
| Lease & License | 171,710 | 122,232 | 49,478 | 40.5% | 1,501,657 | 903,291 | 598,366 | 66.2% |
| Investment | 2,224,965 | 2,404,607 | (179,642) | (7.5%) | 16,552,546 | 18,131,678 | (1,579,132) | (8.7%) |
| Miscellaneous | 880,323 | 710,138 | 170,184 | 24.0% | 6,576,511 | 5,805,869 | 770,642 | 13.3% |
| Total Revenues | 43,405,688 | 43,615,544 | (209,855) | (.5%) | 310,192,018 | 300,459,130 | 9,732,889 | 3.2% |
| Operation, Maintenance & Administrative Expenses | | | | | | | | |
| Administration and Insurance | 3,063,707 | 2,201,182 | 862,525 | 39.2% | 18,534,557 | 14,006,084 | 4,528,473 | 32.3% |
| Maintenance of Roadway and Structures | 506,163 | 3,379,342 | (2,873,179) | (85.0%) | 30,850,924 | 29,314,179 | 1,536,745 | 5.2% |
| Service Plazas and Toll Operations | 4,700,054 | 4,523,666 | 176,388 | 3.9% | 35,186,372 | 36,168,730 | (982,358) | (2.7%) |
| Traffic Control, Safety and Patrol | 1,460,417 | 1,309,692 | 150,725 | 11.5% | 12,052,860 | 10,766,584 | 1,286,276 | 11.9% |
| Total Operation, Maint. & Administrative Expenses | 9,730,341 | 11,413,881 | (1,683,540) | (14.7%) | 96,624,712 | 90,255,577 | 6,369,136 | 7.1% |
| Net Revenue Before Capital & Debt Service Expenditures | 33,675,347 | 32,201,662 | 1,473,685 | 4.6% | 213,567,306 | 210,203,553 | 3,363,753 | 1.6% |
| Capital Outlay/Major Repairs and Replacements | 21,829,993 | 20,473,830 | 1,356,163 | 6.6% | 117,785,247 | 107,555,930 | 10,229,317 | 9.5% |
| Debt Service | | | | | | | | |
| Principal | - | - | - | | 31,460,000 | 37,585,000 | (6,125,000) | (16.3%) |
| Interest | 7,543,584 | 7,673,894 | (130,310) | (1.7%) | 60,455,914 | 61,528,580 | (1,072,667) | (1.7%) |
| Capital Outlay & Debt Service Expenditures | 29,373,577 | 28,147,724 | 1,225,853 | 4.4% | 209,701,161 | 206,669,511 | 3,031,650 | 1.5% |
| Total Expenditures | 39,103,918 | 39,561,605 | (457,687) | (1.2%) | 306,325,873 | 296,925,087 | 9,400,786 | 3.2% |
| Other Financing Sources / (Uses) | | | | | | | | |
| Infrastructure Payments to ODOT | - | (4,225) | 4,225 | 100.0% | 21,268 | (916,582) | 937,850 | (102.3%) |
| Investments - Fair Value Adjustment | 1,788,941 | 1,612,597 | 176,343 | 10.9% | 3,925,936 | 3,466,127 | 459,809 | 13.3% |
| Sale of Fixed Assets | 5,501 | 79,736 | (74,235) | (93.1%) | 348,571 | 549,133 | (200,561) | (36.5%) |
| Total Other Sources / (Uses) | 1,794,442 | 1,688,108 | 106,333 | 6.3% | 4,295,776 | 3,098,678 | 1,197,098 | 38.6% |
| Excess / (Deficit) of Revenues over Expenditures | \$ 6,096,212 | \$ 5,742,047 | \$ 354,165 | 6.2% | \$ 8,161,921 | \$ 6,632,720 | \$ 1,529,201 | 23.1% |

*Upon implementation of the new toll system in April 2024, Long Combination Vehicle (LCV) revenue (previously included in Special Toll Permit Revenue) is now incorporated in the Toll Revenue category.

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
Cash and Investments at Market Value
As of August 31, 2025

| Fund Description | 8/31/25 | 8/31/24 | 12/31/24 | Change from 8/24 to 8/25 | Change from 12/24 to 8/25 |
|--|-----------------------|-----------------------|-----------------------|-----------------------------|------------------------------|
| General Fund | \$ 106,353,567 | \$ 114,464,145 | \$ 102,275,495 | \$ (8,110,578) | \$ 4,078,072 |
| Non Trust Fund | 62,880,297 | 60,734,930 | 60,020,121 | 2,145,367 | 2,860,176 |
| Service Plaza Capital Improvement Fund | 2,434,701 | 2,031,504 | 2,013,070 | 403,197 | 421,631 |
| Fuel Tax Fund | 12,390,299 | 9,004,379 | 10,211,578 | 3,385,921 | 2,178,721 |
| Renewal & Replacement Fund | 12,966,365 | 14,084,504 | 12,937,781 | (1,118,140) | 28,583 |
| Systems Project Fund | 158,497,984 | 185,542,628 | 169,702,243 | (27,044,644) | (11,204,259) |
| Infrastructure Fund | - | 5,454,022 | 150,496 | (5,454,022) | (150,496) |
| Sr Lien Debt Service Funds | 21,383,534 | 16,087,810 | 33,163,143 | 5,295,723 | (11,779,610) |
| Jr Lien Debt Service Funds | 7,060,234 | 10,299,382 | 36,933,338 | (3,239,148) | (29,873,105) |
| Sr Lien Debt Service Reserve | 61,057,133 | 60,465,489 | 59,103,529 | 591,644 | 1,953,604 |
| Jr Lien Debt Service Reserve | 116,773,117 | 116,130,061 | 114,021,026 | 643,056 | 2,752,091 |
| Total All Funds | <u>\$ 561,797,229</u> | <u>\$ 594,298,853</u> | <u>\$ 600,531,820</u> | <u>\$ (32,501,624)</u> | <u>\$ (38,734,591)</u> |

Record of Transfers in Accordance with the Master Trust Agreement

| | 2025 Approved Transfers | Current Month Transfers | Year to Date Transfers | Remaining Transfers |
|----------------------------------|----------------------------|----------------------------|---------------------------|------------------------|
| To Debt Service Funds | \$ 123,256,100 | \$ 7,207,708 | \$ 79,255,283 | \$ 44,000,817 |
| To Renewal & Replacement Fund | 11,150,000 | 929,167 | 7,433,334 | 3,716,666 |
| To Systems Project Fund | 146,298,700 | 23,506,322 | 110,246,375 | 36,052,325 |
| To Expense Reserve Fund | 1,113,200 | - | 1,113,200 | - |
| To NonTrust Fund | - | - | - | - |
| To / (From) General Reserve Fund | - | - | - | - |
| Total | <u>\$ 281,818,000</u> | <u>\$ 31,643,197</u> | <u>\$ 198,048,193</u> | <u>\$ 83,769,807</u> |

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
Toll Traffic Report
As of August 31, 2025

| | Month-to-Date | | | | Year-to-Date | | | |
|---|---------------|---------------|--------------|----------|----------------|----------------|---------------|----------|
| | 1 Month 2025 | 1 Month 2024 | Change | % Change | 8 Months 2025 | 8 Months 2024 | Change | % Change |
| Number of Vehicle Transactions* | | | | | | | | |
| Passenger Cars | 4,102,733 | 4,157,625 | (54,892) | (1.3%) | 27,008,246 | 26,984,410 | 23,836 | .1% |
| Commercial Vehicles | 1,426,023 | 1,524,129 | (98,106) | (6.4%) | 10,891,168 | 10,119,576 | 771,592 | 7.6% |
| Total | 5,528,756 | 5,681,754 | (152,998) | (2.7%) | 37,899,414 | 37,103,986 | 795,428 | 2.1% |
| Percentage of Vehicle Transactions | | | | | | | | |
| Passenger Cars | 74.2% | 73.2% | | | 71.3% | 72.7% | | |
| Commercial Vehicles | 25.8% | 26.8% | | | 28.7% | 27.3% | | |
| Number of Miles | | | | | | | | |
| Passenger Cars | 198,423,526 | 199,767,225 | (1,343,699) | (.7%) | 1,231,473,771 | 1,248,240,184 | (16,766,413) | (1.3%) |
| Commercial Vehicles | 98,880,603 | 104,540,887 | (5,660,284) | (5.4%) | 754,528,679 | 780,335,239 | (25,806,560) | (3.3%) |
| Total | 297,304,129 | 304,308,112 | (7,003,983) | (2.3%) | 1,986,002,450 | 2,028,575,423 | (42,572,974) | (2.1%) |
| Percentage of Miles | | | | | | | | |
| Passenger Cars | 66.7% | 65.6% | | | 62.0% | 61.5% | | |
| Commercial Vehicles | 33.3% | 34.4% | | | 38.0% | 38.5% | | |
| Toll Revenue | | | | | | | | |
| Passenger Cars | \$ 16,654,188 | \$ 15,966,846 | \$ 687,342 | 4.3% | \$ 103,472,641 | \$ 98,264,749 | \$ 5,207,892 | 5.3% |
| Commercial Vehicles | 21,289,220 | 22,243,017 | (953,797) | (4.3%) | 167,505,529 | 162,406,393 | 5,099,136 | 3.1% |
| Total | \$ 37,943,408 | \$ 38,209,863 | \$ (266,455) | (.7%) | \$ 270,978,170 | \$ 260,671,142 | \$ 10,307,028 | 4.0% |
| Percentage of Toll Revenue | | | | | | | | |
| Passenger Cars | 43.9% | 41.8% | | | 38.2% | 37.7% | | |
| Commercial Vehicles | 56.1% | 58.2% | | | 61.8% | 62.3% | | |
| Miles per Trip | | | | | | | | |
| Passenger Cars | 48.4 | 48.0 | | | 45.6 | 46.3 | | |
| Commercial Vehicles | 69.3 | 68.6 | | | 69.3 | 77.1 | | |
| Revenue per Transaction | | | | | | | | |
| Passenger Cars | \$ 4.06 | \$ 3.84 | | | \$ 3.83 | \$ 3.64 | | |
| Commercial Vehicles | 14.93 | 14.59 | | | 15.38 | 16.05 | | |
| Revenue per Mile | | | | | | | | |
| Passenger Cars | \$.08 | \$.08 | | | \$.08 | \$.08 | | |
| Commercial Vehicles | .22 | .21 | | | .22 | .21 | | |

* Upon implementation of the new toll system in April 2024, a full length trip across the Turnpike is now three vehicle transactions westbound and two vehicle transactions eastbound due to the open road tolling/barrier system structure.

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
Detail By Class of Vehicle - Month of August 2025

All:

| Class | Vehicle Transactions | % | Revenue | % | Miles | % |
|-------|----------------------|--------|------------|--------|-------------|--------|
| 1 | 4,102,733 | 74.2% | 16,654,188 | 43.9% | 198,423,526 | 66.7% |
| 2 | 211,176 | 3.8% | 1,668,075 | 4.4% | 11,750,309 | 4.0% |
| 3 | 104,041 | 1.9% | 1,030,155 | 2.7% | 6,222,407 | 2.1% |
| 4 | 60,097 | 1.1% | 741,502 | 2.0% | 3,760,608 | 1.3% |
| 5 | 997,851 | 18.0% | 16,260,740 | 42.9% | 73,250,319 | 24.6% |
| 6 | 33,885 | .6% | 771,947 | 2.0% | 2,406,322 | .8% |
| 7 | 1,657 | .0% | 48,047 | .1% | 103,608 | .0% |
| 8 | 17,316 | .3% | 768,756 | 2.0% | 1,387,030 | .5% |
| Total | 5,528,756 | 100.0% | 37,943,408 | 100.0% | 297,304,129 | 100.0% |

E-ZPass:

| Class | Vehicle Transactions | % of Total | Class | Revenue | % of Total | Class | Miles | % of Total | Class |
|-------|----------------------|------------|-------|---------------|------------|-------|-------------|------------|-------|
| 1 | 2,708,056 | 49.0% | 66.0% | \$ 8,997,334 | 23.7% | 54.0% | 121,884,344 | 41.0% | 61.4% |
| 2 | 157,195 | 2.8% | 74.4% | 1,068,520 | 2.8% | 64.1% | 7,793,815 | 2.6% | 66.3% |
| 3 | 78,822 | 1.4% | 75.8% | 691,067 | 1.8% | 67.1% | 4,404,627 | 1.5% | 70.8% |
| 4 | 49,975 | .9% | 83.2% | 573,439 | 1.5% | 77.3% | 2,913,520 | 1.0% | 77.5% |
| 5 | 926,052 | 16.7% | 92.8% | 15,175,347 | 40.0% | 93.3% | 66,544,900 | 22.4% | 90.8% |
| 6 | 32,840 | .6% | 96.9% | 744,739 | 2.0% | 96.5% | 2,310,666 | .8% | 96.0% |
| 7 | 1,537 | .0% | 92.8% | 43,564 | .1% | 90.7% | 91,688 | .0% | 88.5% |
| 8 | 17,268 | .3% | 99.7% | 766,978 | 2.0% | 99.8% | 1,381,680 | .5% | 99.6% |
| Total | 3,971,745 | 71.8% | | \$ 28,060,988 | 74.0% | | 207,325,239 | 69.7% | |

Non E-ZPass:

Cash/Credit Card:

| Class | Vehicle Transactions | % of Total | Class | Revenue | % of Total | Class | Miles | % of Miles | Class |
|-------|----------------------|------------|-------|--------------|------------|-------|------------|------------|-------|
| 1 | 1,302,588 | 23.6% | 31.7% | \$ 6,902,300 | 18.2% | 41.4% | 65,925,265 | 22.2% | 33.2% |
| 2 | 42,973 | .8% | 20.3% | 479,502 | 1.3% | 28.7% | 2,720,739 | .9% | 23.2% |
| 3 | 21,366 | .4% | 20.5% | 288,826 | .8% | 28.0% | 1,389,374 | .5% | 22.3% |
| 4 | 7,308 | .1% | 12.2% | 132,153 | .3% | 17.8% | 539,479 | .2% | 14.3% |
| 5 | 27,285 | .5% | 2.7% | 578,999 | 1.5% | 3.6% | 2,093,017 | .7% | 2.9% |
| 6 | 476 | .0% | 1.4% | 12,635 | .0% | 1.6% | 32,619 | .0% | 1.4% |
| 7 | 49 | .0% | 3.0% | 1,611 | .0% | 3.4% | 3,094 | .0% | 3.0% |
| 8 | - | - | - | - | - | - | - | - | - |
| Total | 1,402,045 | 25.4% | | \$ 8,396,026 | 22.1% | | 72,703,585 | 24.5% | |

Invoiced Tolls (Image Based):

| Class | Vehicle Transactions | % of Total | Class | Revenue | % of Total | Class | Miles | % of Miles | Class |
|-------|----------------------|------------|-------|--------------|------------|-------|------------|------------|-------|
| 1 | 92,089 | 1.7% | 2.2% | \$ 754,554 | 2.0% | 4.5% | 10,613,918 | 3.6% | 5.3% |
| 2 | 11,008 | .2% | 5.2% | 120,053 | .3% | 7.2% | 1,235,756 | .4% | 10.5% |
| 3 | 3,853 | .1% | 3.7% | 50,261 | .1% | 4.9% | 428,406 | .1% | 6.9% |
| 4 | 2,814 | .1% | 4.7% | 35,910 | .1% | 4.8% | 307,609 | .1% | 8.2% |
| 5 | 44,514 | .8% | 4.5% | 506,394 | 1.3% | 3.1% | 4,612,402 | 1.6% | 6.3% |
| 6 | 569 | .0% | 1.7% | 14,573 | .0% | 1.9% | 63,038 | .0% | 2.6% |
| 7 | 71 | .0% | 4.3% | 2,872 | .0% | 6.0% | 8,827 | .0% | 8.5% |
| 8 | 48 | .0% | .3% | 1,778 | .0% | .2% | 5,350 | .0% | .4% |
| Total | 154,966 | 2.8% | | \$ 1,486,394 | 3.9% | | 17,275,305 | 5.8% | |

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Monthly Detail By Class of Vehicle - August 2025 Compared to August 2024

| Class | Vehicle Transactions* | | | Revenue | | | Miles | | |
|-----------|-----------------------|--------------|-------------|---------------|---------------|-------------|--------------|--------------|-------------|
| | 1 Month 2025 | 1 Month 2024 | % Incr(Dec) | 1 Month 2025 | 1 Month 2024 | % Incr(Dec) | 1 Month 2025 | 1 Month 2024 | % Incr(Dec) |
| 1 | 4,102,733 | 4,157,625 | (1.3%) | \$ 16,654,188 | \$ 15,966,846 | 4.3% | 198,423,526 | 199,767,225 | (.7%) |
| 2 | 211,176 | 215,393 | (2.0%) | 1,668,075 | 1,643,743 | 1.5% | 11,750,309 | 11,710,753 | .3% |
| 3 | 104,041 | 109,718 | (5.2%) | 1,030,155 | 1,063,137 | (3.1%) | 6,222,407 | 6,627,314 | (6.1%) |
| 4 | 60,097 | 64,995 | (7.5%) | 741,502 | 785,992 | (5.7%) | 3,760,608 | 4,015,349 | (6.3%) |
| 5 | 997,851 | 1,072,418 | (7.0%) | 16,260,740 | 16,969,538 | (4.2%) | 73,250,319 | 77,695,621 | (5.7%) |
| 6 | 33,885 | 38,611 | (12.2%) | 771,947 | 825,733 | (6.5%) | 2,406,322 | 2,647,835 | (9.1%) |
| 7 | 1,657 | 2,899 | (42.8%) | 48,047 | 81,261 | (40.9%) | 103,608 | 178,090 | (41.8%) |
| 8 | 17,316 | 20,095 | (13.8%) | 768,756 | 873,614 | (12.0%) | 1,387,030 | 1,665,925 | (16.7%) |
| Total | 5,528,756 | 5,681,754 | (2.7%) | \$ 37,943,408 | \$ 38,209,863 | (.7%) | 297,304,129 | 304,308,112 | (2.3%) |
| Summary: | | | | | | | | | |
| Class 1 | 4,102,733 | 4,157,625 | (1.3%) | \$ 16,654,188 | \$ 15,966,846 | 4.3% | 198,423,526 | 199,767,225 | (.7%) |
| Class 2-8 | 1,426,023 | 1,524,129 | (6.4%) | 21,289,221 | 22,243,017 | (4.3%) | 98,880,603 | 104,540,887 | (5.4%) |
| Total | 5,528,756 | 5,681,754 | (2.7%) | \$ 37,943,408 | \$ 38,209,863 | (.7%) | 297,304,129 | 304,308,112 | (2.3%) |

* Upon implementation of the new toll system in April 2024, a full length trip across the Turnpike is now three vehicle transactions westbound and two vehicle transactions eastbound due to the open road tolling/barrier system structure.

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

Detail by Class of Vehicle - August 2025 year-to-date Compared to August 2024 year-to-date

| Class | Vehicle Transactions* | | | Revenue | | | Miles | | |
|-----------|-----------------------|---------------|-------------|----------------|----------------|-------------|---------------|---------------|-------------|
| | 8 Months 2025 | 8 Months 2024 | % Incr(Dec) | 8 Months 2025 | 8 Months 2024 | % Incr(Dec) | 8 Months 2025 | 8 Months 2024 | % Incr(Dec) |
| 1 | 27,008,246 | 26,984,410 | .1% | \$ 103,472,641 | \$ 98,264,749 | 5.3% | 1,231,473,771 | 1,248,240,184 | (1.3%) |
| 2 | 1,442,267 | 1,322,760 | 9.0% | 11,165,571 | 9,756,320 | 14.4% | 76,807,557 | 71,835,378 | 6.9% |
| 3 | 698,677 | 686,740 | 1.7% | 6,854,671 | 6,767,530 | 1.3% | 41,237,137 | 42,818,849 | (3.7%) |
| 4 | 419,957 | 429,730 | (2.3%) | 5,175,918 | 5,358,115 | (3.4%) | 25,953,533 | 28,302,690 | (8.3%) |
| 5 | 7,874,124 | 7,300,777 | 7.9% | 130,533,779 | 128,393,179 | 1.7% | 577,103,317 | 605,252,524 | (4.7%) |
| 6 | 282,016 | 229,232 | 23.0% | 6,494,682 | 5,261,234 | 23.4% | 20,017,251 | 17,527,851 | 14.2% |
| 7 | 27,945 | 60,331 | (53.7%) | 652,288 | 2,949,930 | (77.9%) | 1,400,350 | 6,998,653 | (80.0%) |
| 8 | 146,182 | 90,006 | 62.4% | 6,628,620 | 3,920,084 | 69.1% | 12,009,534 | 7,599,296 | 58.0% |
| Total | 37,899,414 | 37,103,986 | 2.1% | \$ 270,978,170 | \$ 260,671,141 | 4.0% | 1,986,002,450 | 2,028,575,423 | (2.1%) |
| Summary: | | | | | | | | | |
| Class 1 | 27,008,246 | 26,984,410 | .1% | \$ 103,472,641 | \$ 98,264,749 | 5.3% | 1,231,473,771 | 1,248,240,184 | (1.3%) |
| Class 2-8 | 10,891,168 | 10,119,576 | 7.6% | 167,505,529 | 162,406,393 | 3.1% | 754,528,679 | 780,335,239 | (3.3%) |
| Total | 37,899,414 | 37,103,986 | 2.1% | \$ 270,978,170 | \$ 260,671,141 | 4.0% | 1,986,002,450 | 2,028,575,423 | (2.1%) |

* Upon implementation of the new toll system in April 2024, a full length trip across the Turnpike is now three vehicle transactions westbound and two vehicle transactions eastbound due to the open road tolling/barrier system structure.

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
Vehicle Transactions By Interchange - As of August 31, 2025

| Milepost | Name | Entering | Exiting | Total August | Total 8 Months 2025 | Total 8 Months 2024 | Increase / (Decrease) From August 2024 | |
|-------------------------------|-----------------------------|-----------|-----------|-----------------|------------------------|------------------------|---|---------|
| | | | | | | | # | % |
| Flat Rate Toll Barrier Plazas | | | | | | | | |
| 2 / 4 ⁽¹⁾ | Westgate Barrier | 711,942 | 711,942 | 1,423,884 | 9,627,160 | 8,432,843 | 1,194,317 | 14.2% |
| 239 | Eastgate Barrier | 458,625 | 458,625 | 917,250 | 6,202,591 | 6,162,463 | 40,128 | .7% |
| Ticketed System Toll Plazas | | | | | | | | |
| 13 ⁽²⁾ | Bryan-Montpelier | - | - | - | - | 136,444 | (136,444) | - |
| 25 ⁽²⁾ | Archbold-Fayette | - | - | - | - | 86,841 | (86,841) | - |
| 34 ⁽²⁾ | Wauseon | - | - | - | - | 142,379 | (142,379) | - |
| 39 ⁽²⁾ | Delta-Lyons | - | - | - | - | 168,550 | (168,550) | - |
| 49 | Swanton | 490,726 | 389,844 | 880,570 | 6,088,661 | 4,026,899 | 2,061,762 | - |
| 52 | Toledo Airport-Swanton | 50,385 | 55,352 | 105,737 | 778,264 | 817,915 | (39,651) | (4.8%) |
| 59 | Maumee-Toledo | 117,559 | 128,713 | 246,272 | 1,810,770 | 2,036,927 | (226,157) | (11.1%) |
| 64 | Perrysburg-Toledo | 276,239 | 297,095 | 573,334 | 3,842,279 | 3,920,886 | (78,607) | (2.0%) |
| 71 | Stony Ridge-Toledo | 286,774 | 293,195 | 579,969 | 4,035,159 | 4,222,051 | (186,892) | (4.4%) |
| 81 | Elmore-Woodville-Gibsonburg | 25,012 | 25,294 | 50,306 | 347,964 | 358,099 | (10,135) | (2.8%) |
| 91 | Fremont-Port Clinton | 80,638 | 88,946 | 169,584 | 1,003,551 | 966,468 | 37,083 | 3.8% |
| 110 | Sandusky-Bellevue | 82,425 | 86,220 | 168,645 | 1,017,249 | 1,072,517 | (55,268) | (5.2%) |
| 118 | Sandusky-Norwalk | 74,303 | 94,165 | 168,468 | 966,118 | 963,717 | 2,401 | .2% |
| 135 | Vermilion | 14,448 | 48,725 | 63,173 | 481,647 | 647,207 | (165,560) | (25.6%) |
| 140 | Amherst-Oberlin | 86,815 | 83,107 | 169,922 | 1,164,652 | 1,101,536 | 63,116 | 5.7% |
| 142 | Lorain County West | 116,651 | 115,760 | 232,411 | 1,699,853 | 1,834,445 | (134,592) | (7.3%) |
| 145 | Lorain-Elyria | 305,046 | 307,658 | 612,704 | 4,215,652 | 4,129,125 | 86,527 | 2.1% |
| 151 | North Ridgeville-Cleveland | 318,604 | 319,095 | 637,699 | 4,095,622 | 4,050,340 | 45,282 | 1.1% |
| 152 | North Olmsted-Cleveland | 124,647 | 117,163 | 241,810 | 1,524,350 | 1,603,040 | (78,690) | (4.9%) |
| 161 | Strongsville-Cleveland | 296,000 | 286,376 | 582,376 | 4,220,431 | 4,411,831 | (191,400) | (4.3%) |
| 173 | Cleveland | 254,249 | 261,403 | 515,652 | 3,660,623 | 3,674,554 | (13,931) | (.4%) |
| 180 | Akron | 293,016 | 291,889 | 584,905 | 4,066,040 | 4,001,854 | 64,186 | 1.6% |
| 187 | Streetsboro | 270,123 | 305,595 | 575,718 | 4,092,155 | 4,227,124 | (134,969) | (3.2%) |
| 193 | Ravenna | 73,452 | 75,699 | 149,151 | 1,108,403 | 1,112,764 | (4,361) | (.4%) |
| 209 | Warren | 79,873 | 88,610 | 168,483 | 1,204,998 | 1,260,818 | (55,820) | (4.4%) |
| 211 | Newton Falls | 641,204 | 598,285 | 1,239,489 | 8,544,636 | 5,534,695 | 3,009,941 | - |
| 215 ⁽²⁾ | Lordstown West | - | - | - | - | 151,042 | (151,042) | - |
| 216 ⁽²⁾ | Lordstown East | - | - | - | - | 121,994 | (121,994) | - |
| 218 ⁽²⁾ | Niles-Youngstown | - | - | - | - | 2,000,533 | (2,000,533) | - |
| 232 ⁽²⁾ | Youngstown | - | - | - | - | 486,599 | (486,599) | - |
| 234 ⁽²⁾ | Youngstown-Poland | - | - | - | - | 343,472 | (343,472) | - |
| TOTALS | | 5,528,756 | 5,528,756 | 11,057,512 | 75,798,828 | 74,207,972 | 1,590,856 | 2.1% |

NOTE: Upon implementation of the new toll system in April 2024, a full length trip across the Turnpike is now three vehicle transactions westbound and two vehicle transactions eastbound due to the open road tolling/barrier system structure.

(1) The current year total for TP 4 Westgate Barrier includes both eastbound and westbound traffic. The prior year total for TP 2 Westgate represents westbound traffic only.

(2) Effective 4/10/24, these plazas became untolled while maintaining access to the Turnpike.