Despite mounting opposition, the Bay Area’s robotaxis keep racking up the miles



City officials are sick of them. Residents are annoyed by them. And any inkling of profit remains a distant dream. But despite mounting challenges, San Francisco’s robotaxis are rolling along.

This week, both Waymo and Cruise submitted their latest quarterly trip data to the California Public Utilities Commission, and taken together, they show steady progress in the number of miles and passengers served.

Both companies offer a paid ridehailing service in the Bay Area, with most of their activity concentrated in downtown San Francisco. But while Cruise is permitted to charge for rides in its fully driverless vehicles, Waymo only has authorization to charge for rides in vehicles with a safety driver behind the wheel.

Waymo and Cruise’s latest data reports show steady progress in

the number of miles and passengers served

(Waymo does conduct trips in its fully autonomous vehicles, but free of charge and only with employees or friends of employees as passengers. Waymo’s permit to charge for driverless trips is still pending approval by the commission.)

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Cruise’s main rival in the robotaxi space, Waymo, didn’t want to comment on the latest CPUC data, but there was still a lot of parse through.

As previously mentioned, Waymo’s Bay Area operations are split between paid rides in vehicles with safety drivers (aka “drivered rides”) and unpaid trips in driverless vehicles. Waymo has a list of pre-approved members of the public called “Trusted Testers” who ride in these driverless (or “rider-only”) vehicles that sign non-disclosure agreements to test the company’s early technology. But the majority of its trips are in drivered vehicles.

Over three months, Waymo did 183 trips as part of its driverless pilot.

Over three months, Waymo did 183 trips as part of its driverless pilot, ferried 441 passengers, and traversed 3,057 miles. Its drivered vehicles did 6,313 trips, served 7,963 passengers, and traveled more than 410,700 miles, which includes its driverless pilot trips, as well as educational demo rides and rides given to Waymo employees and one or more guest. Employee-only trips are not reported as they don’t fall

under CPUC jurisdiction.