FIRST QUARTER 2024 BUSINESS UPDATE

MAY 8, 2024

Cautionary statement regarding forward-looking statements

This presentation contains certain forward-looking statements within the meaning of the federal securities laws. All statements contained in this presentation that do not relate to matters of historical fact should be considered forward-looking statements, including but not limited to, those statements around our ability to achieve certain milestones around, and realize the potential benefits of, the development, manufacturing, scaling, and commercialization of the Aurora Driver and related services, on the timeframe we expect or at all, the expected performance of our business and potential opportunities with partners and customers, expected contract commitments from customers for our products and services, and our expected cash runway. These statements are based on management's current assumptions and are neither promises nor guarantees, but involve known and unknown risks, uncertainties and other important factors that may cause our actual results, performance or achievements to be materially different from any future results, performance or achievements expressed or implied by the forward-looking statements. For factors that could cause actual results to differ materially from the forward-looking statements in this presentation, please see the risks and uncertainties identified under the heading "Risk Factors" section of Aurora Innovation, Inc.'s ("Aurora") Annual Report on Form 10-K for the year ended December 31, 2023, filed with the SEC on February 15, 2024, and other documents filed by Aurora from time to time with the SEC, which are accessible on the SEC website at www.sec.gov. Additional information will also be set forth in our Quarterly Report on Form 10-Q for the quarter ended March 31, 2024. All forward-looking statements reflect our beliefs and assumptions only as of the date of this presentation. Aurora undertakes no obligation to update forward-looking statements to reflect future events or circumstances.

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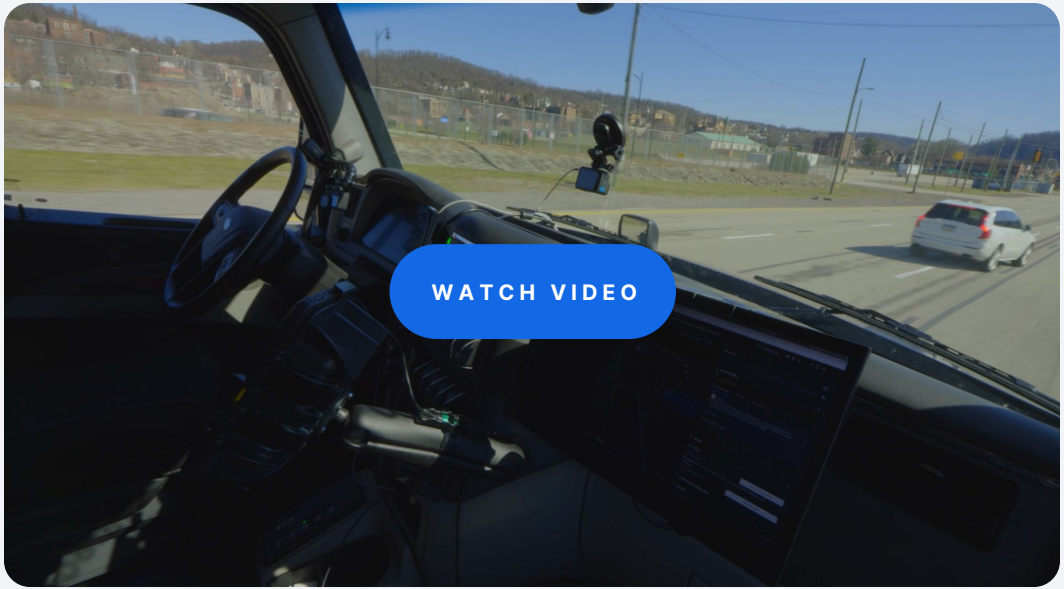
This presentation also contains estimates and forecasts based on our internal sources. This information may be based on many assumptions and limitations, and you are cautioned not to give undue weight to such information. Aurora's projected uses of cash is based upon assumptions including research and development and general and administrative activities, as well as capital expenses and working capital. Aurora does not undertake to update such data after the date of this presentation.

We hosted our second Analyst & Investor Day in March, where we demonstrated the maturity of our ecosystem, depth of our partnerships, customer enthusiasm, and our driverless technology

Interacting with aggressive drivers

Exceptional driverless performance in highly demanding situations on our test track

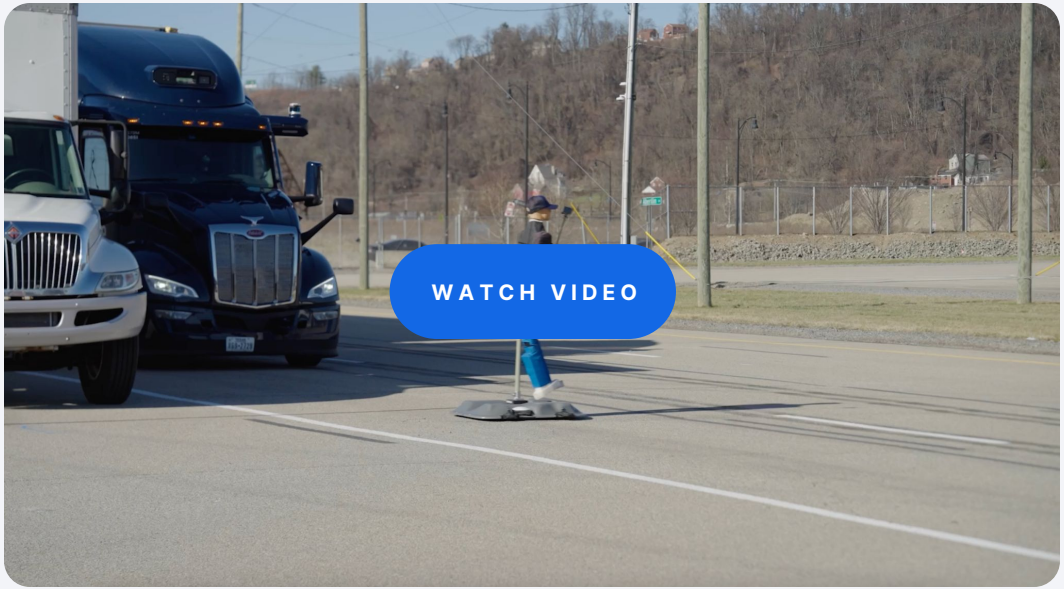


Avoiding dangerous debris

Exceptional driverless performance in highly demanding situations on our test track

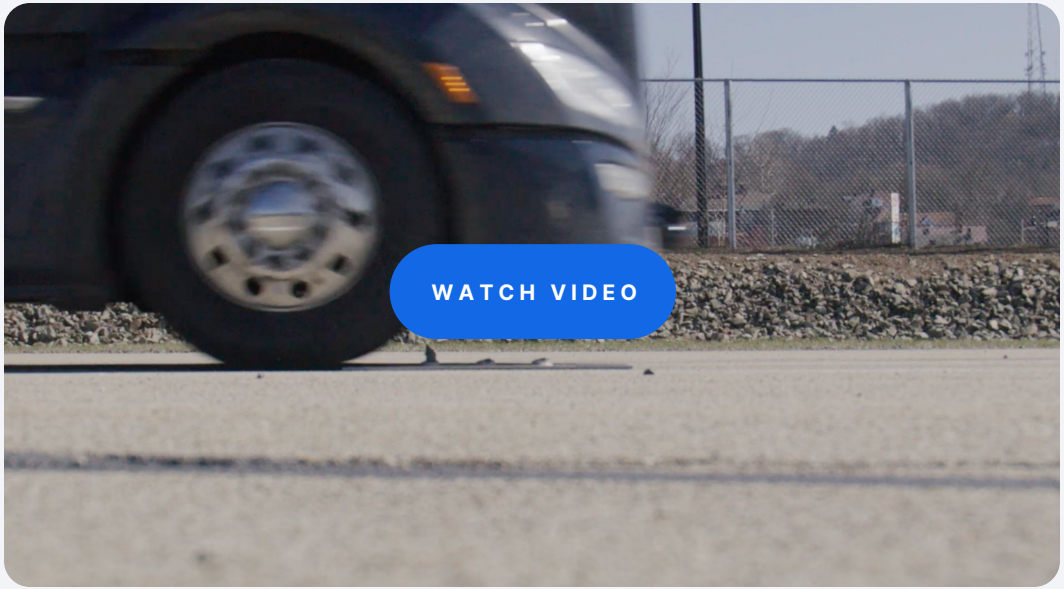
Responding to pedestrians who unexpectedly enter the path of the vehicle

Exceptional driverless performance in highly demanding situations on our test track



Navigating tire blowouts

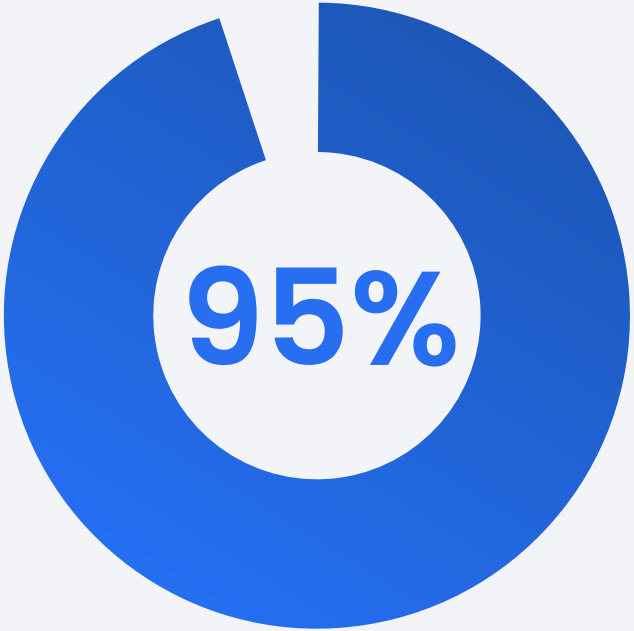
Exceptional driverless performance in highly demanding situations on our test track



We are readying our technology to close our launch lane Safety Case

Autonomy Readiness Measure (ARM)

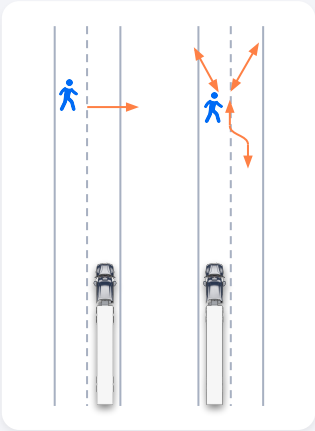
(as of mid-Apr ‘24)

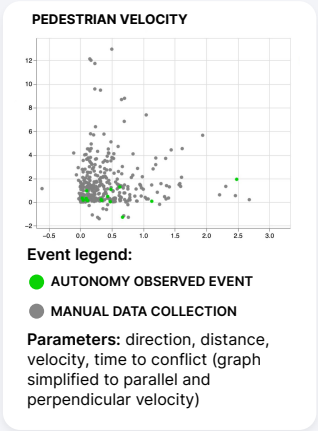


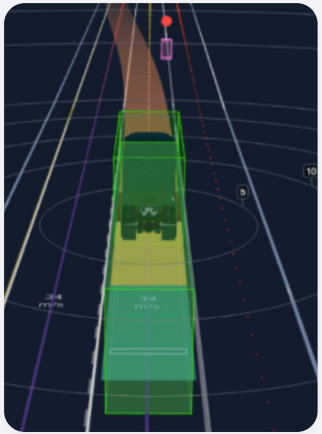
Aurora

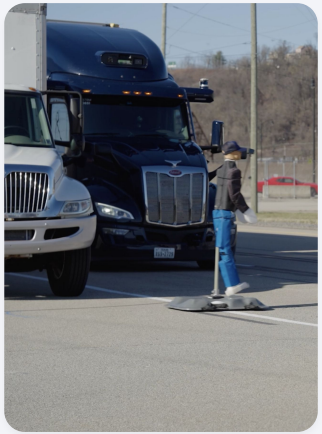
A large portion of the safety case work is about ensuring we have properly defined, validated and verified features of the Aurora Driver

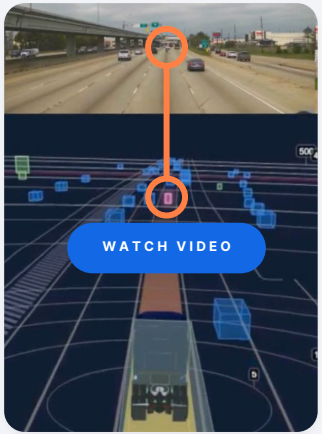
This is an example of how we do this work, using responding to pedestrians in the road as an example











1. Scenario

We anticipate scenarios where the Aurora Driver will interact with vulnerable road users like pedestrians

2. Coverage Analysis

We plot events observed in autonomy and through our manual data collection

3. Test Creation

We run hundreds of tests in simulation across observed events and rare permutations

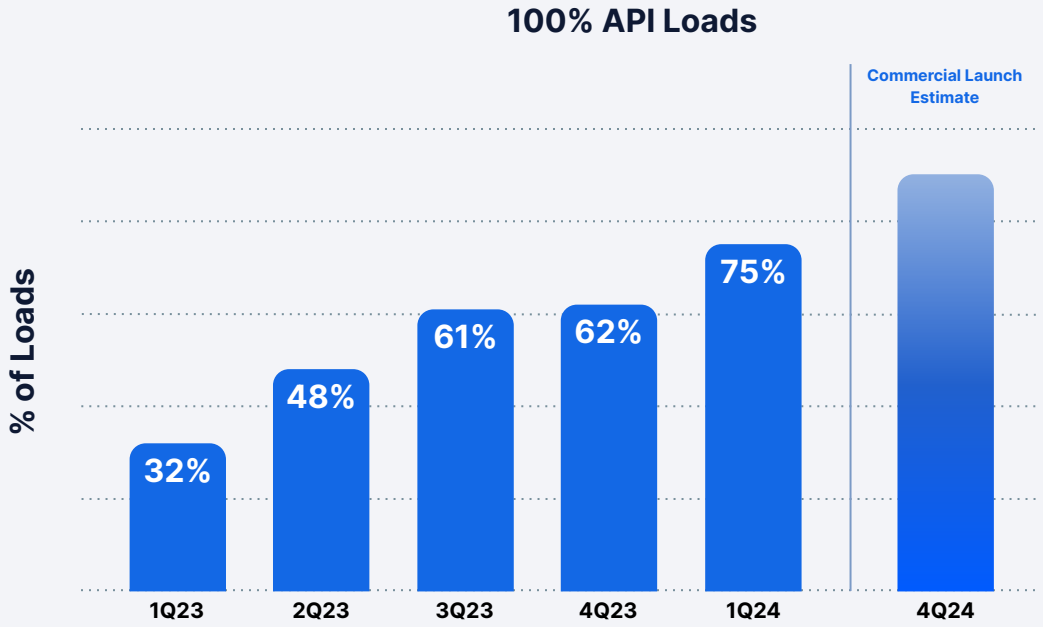
4. Test Track Validation

We conduct validation tests on a closed test track to ground our simulation testing

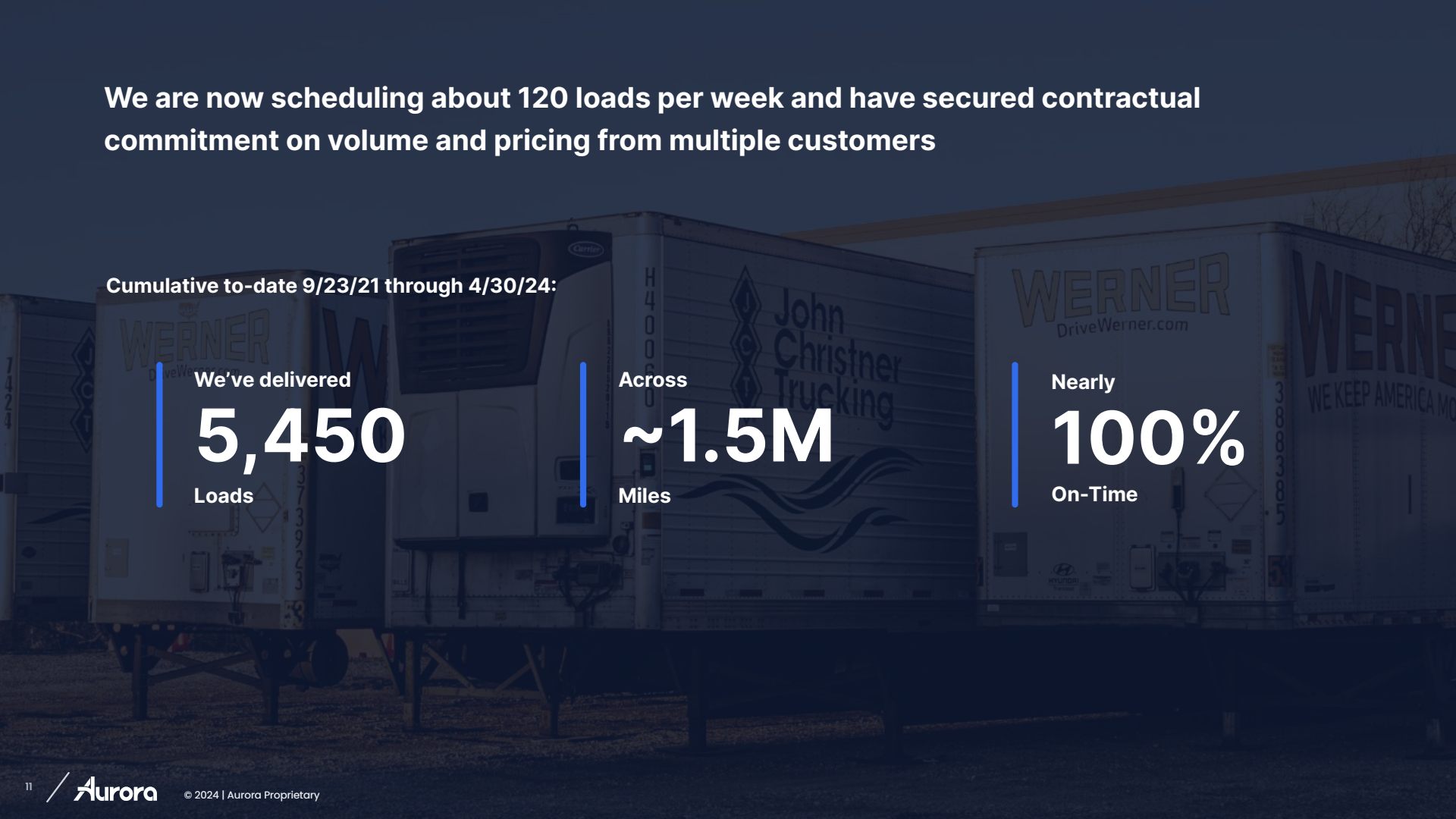
5. Real-World Encounters

The Aurora Driver swiftly anticipates and responds to real-world events-like a pedestrian running across the highway - executing safe maneuvers while leveraging such events to continuously enhance our models

With the achievement of an aggregate API of 99% last quarter, we are now focused on driving up the percentage of commercial loads that do not require any form of on-site support - 100% API



We are now scheduling about 120 loads per week and have secured contractual commitment on volume and pricing from multiple customers



Cumulative to-date 9/23/21 through 4/30/24:

We've delivered

5,450

Loads

Across

~1.5M

Miles

Nearly

100%

On-Time

First quarter and 2024 Summary Financial Results

($ in millions)	March 31, 2024
Cash and cash equivalents, short-term investments & long-term investments	$1,197

($ in millions)	Quarter Ended March 31, 2024	Year Ended December 31, 2023
Operating expenses:		
Research and development	$166	$716
Selling, general and administrative	$27	$119
Total operating expenses	$193	$835
Net cash used in operating activities	$150	$598
Capital expenditures	$8	$15

Appendix

Additional detail regarding our on-road autonomy performance indicator

We believe the key to developing autonomous technology for safe, commercial operation is through robust development, testing, and validation through both simulation and on-road driving. As we have said previously, we believe there are significant limitations to the data that on-road driving can provide for autonomous development and validation. Therefore, on-road driving performance alone will not determine when we launch.

The Aurora Driver's autonomy performance indicator is one way we plan to track progress of our technology. We believe this measure will also help the investment community track our progress, as we work toward achieving our launch bar of a closed Safety Case for our commercial launch lane.

The Aurora Driver's autonomy performance indicator is reflected as a percentage of total commercially-representative miles driven over the quarter, that incorporates three components:

- Miles driven during the quarter that did not require support, with support meaning assistance via a local vehicle operator or other on-site support
- Miles driven in autonomy with remote input from Aurora Beacon
- Miles where the vehicle received support but where it is determined, through internal analysis including simulation, that the support received was not required by the Aurora Driver

There is judgment involved in using internal analysis to determine whether or not support was necessary. This indicator is not our bar for launch and we do not anticipate that it will be 100%, even at launch because certain situations (e.g. flat tires) will always require on-site support.

We fundamentally believe it's important to build and maintain a strong safety culture, and we believe that this step of conducting an internal analysis furthers this culture. In turn, our vehicle operators are empowered to intervene in the autonomous system without fear of reprisal, including how such support would affect perceived performance.