

Uber Technologies, Inc.

Q3 2021 Earnings

Supplemental Data

November 4, 2021

Non-GAAP Financial Measures Disclosure

To supplement our financial information, which is prepared and presented in accordance with generally accepted accounting principles in the United States of America, or GAAP, we use the following non-GAAP financial measures: Adjusted EBITDA; Non-GAAP Costs and Operating Expenses as well as, revenue growth rates in constant currency. The presentation of this financial information is not intended to be considered in isolation or as a substitute for, or superior to, the financial information prepared and presented in accordance with GAAP. We use these non-GAAP financial measures for financial and operational decision-making and as a means to evaluate period-to-period comparisons.

We believe that these non-GAAP financial measures provide meaningful supplemental information regarding our performance by excluding certain items that may not be indicative of our recurring core business operating results.

We believe that both management and investors benefit from referring to these non-GAAP financial measures in assessing our performance and when planning, forecasting, and analyzing future periods. These non-GAAP financial measures also facilitate management's internal comparisons to our historical performance. We believe these non-GAAP financial measures are useful to investors both because (1) they allow for greater transparency with respect to key metrics used by management in its financial and operational decision-making and (2) they are used by our institutional investors and the analyst community to help them analyze the health of our business.

There are a number of limitations related to the use of non-GAAP financial measures. In light of these limitations we provide specific information regarding the GAAP amounts excluded from these non-GAAP financial measures and evaluating these non-GAAP financial measures together with their relevant financial measures in accordance with GAAP.

For more information on these non-GAAP financial measures, please see the section titled "Non-GAAP Reconciliations" included at the end of this deck.

In regards to forward looking non-GAAP guidance provided on our Q3 2021 earnings release and call, we are not able to reconcile the forward-looking non-GAAP Adjusted EBITDA measure to the closest corresponding GAAP measure without unreasonable efforts because we are unable to predict the ultimate outcome of certain significant items. These items include, but are not limited to, significant legal settlements, unrealized gains and losses on equity investments, tax and regulatory reserve changes, restructuring costs and acquisition and financing related impacts.

Forward Looking Statements

This presentation contains forward-looking statements regarding our future business expectations, which involve risks and uncertainties. Actual results may differ materially from the results predicted, and reported results should not be considered as an indication of future performance. Forward-looking statements include all statements that are not historical facts and can be identified by terms such as “anticipate,” “believe,” “contemplate,” “continue,” “could,” “estimate,” “expect,” “hope,” “intend,” “may,” “might,” “objective,” “ongoing,” “plan,” “potential,” “predict,” “project,” “should,” “target,” “will,” or “would” or similar expressions and the negatives of those terms. Forward-looking statements involve known and unknown risks, uncertainties and other 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. These risks, uncertainties and other factors relate to, among others: the outcome of a tax case before the UK tax authority related to classification as a transportation provider, developments in the COVID-19 pandemic and the impact on our business and operations, competition, managing our growth and corporate culture, financial performance, investments in new products or

offerings, our ability to attract drivers, consumers and other partners to our platform, our brand and reputation and other legal and regulatory developments and proceedings, particularly with respect to our relationships with drivers and delivery persons. In addition, other potential risks and uncertainties that could cause actual results to differ from the results predicted include, among others, those risks and uncertainties included under the captions “Risk Factors” and “Management’s Discussion and Analysis of Financial Condition and Results of Operations” in our annual report on Form 10-K for the year ended December 31, 2020 and subsequent annual reports, quarterly reports and other filings filed with the Securities and Exchange Commission from time to time. All information provided in this presentation is as of the date hereof and any forward-looking statements contained herein are based on assumptions that we believe to be reasonable as of such date. We undertake no duty to update this information unless required by law.

Business Highlights

Platform Highlights

Segment Details

Condensed Consolidated Financials

Non-GAAP Reconciliations

Three key takeaways from Q3

01.

**Recovery back on track,
Uber emerging stronger**
(Pages 6-8)

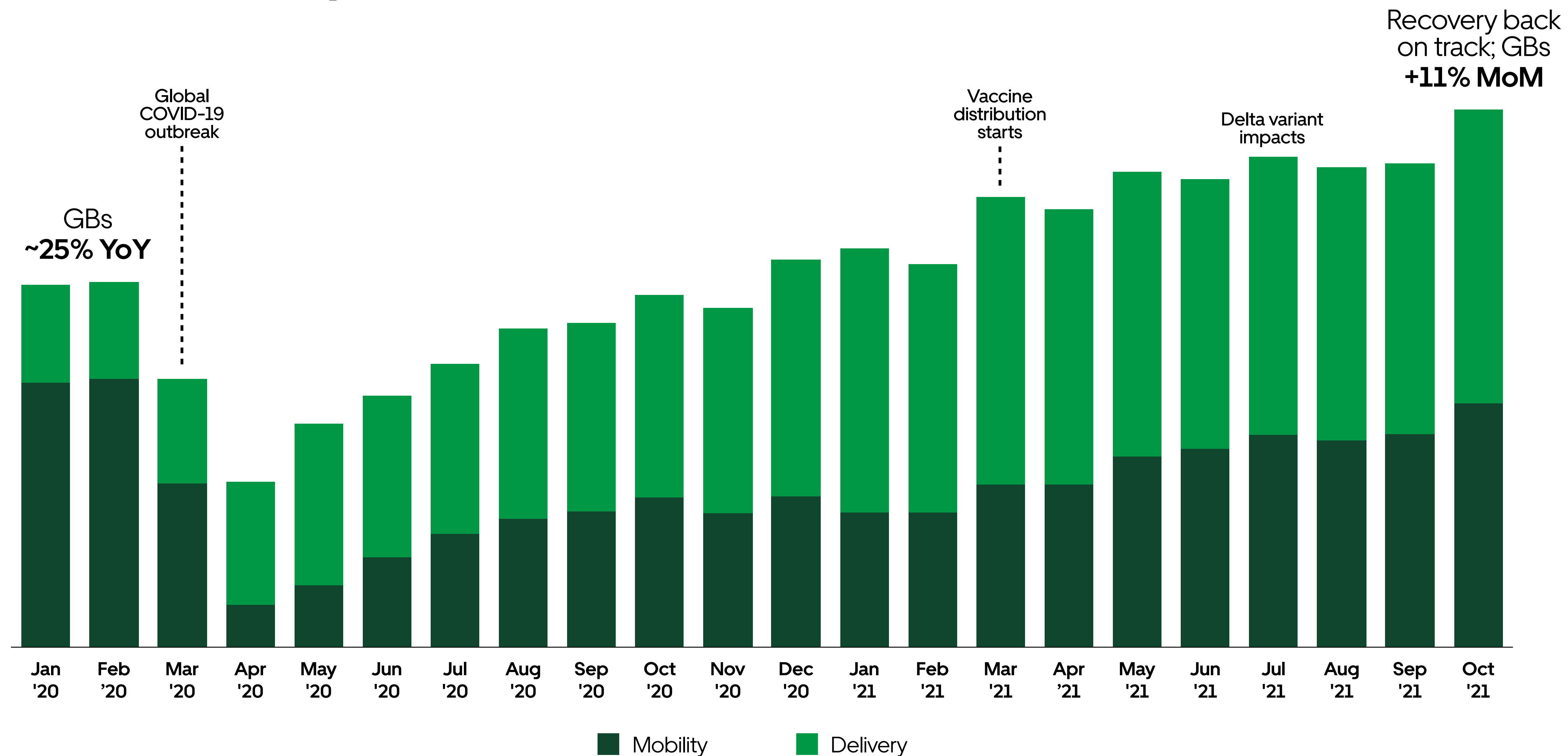
02.

**Supply recovery
progressing well**
(Pages 9-11)

03.

**Delivering on profitability
commitments**
(Pages 12-13)

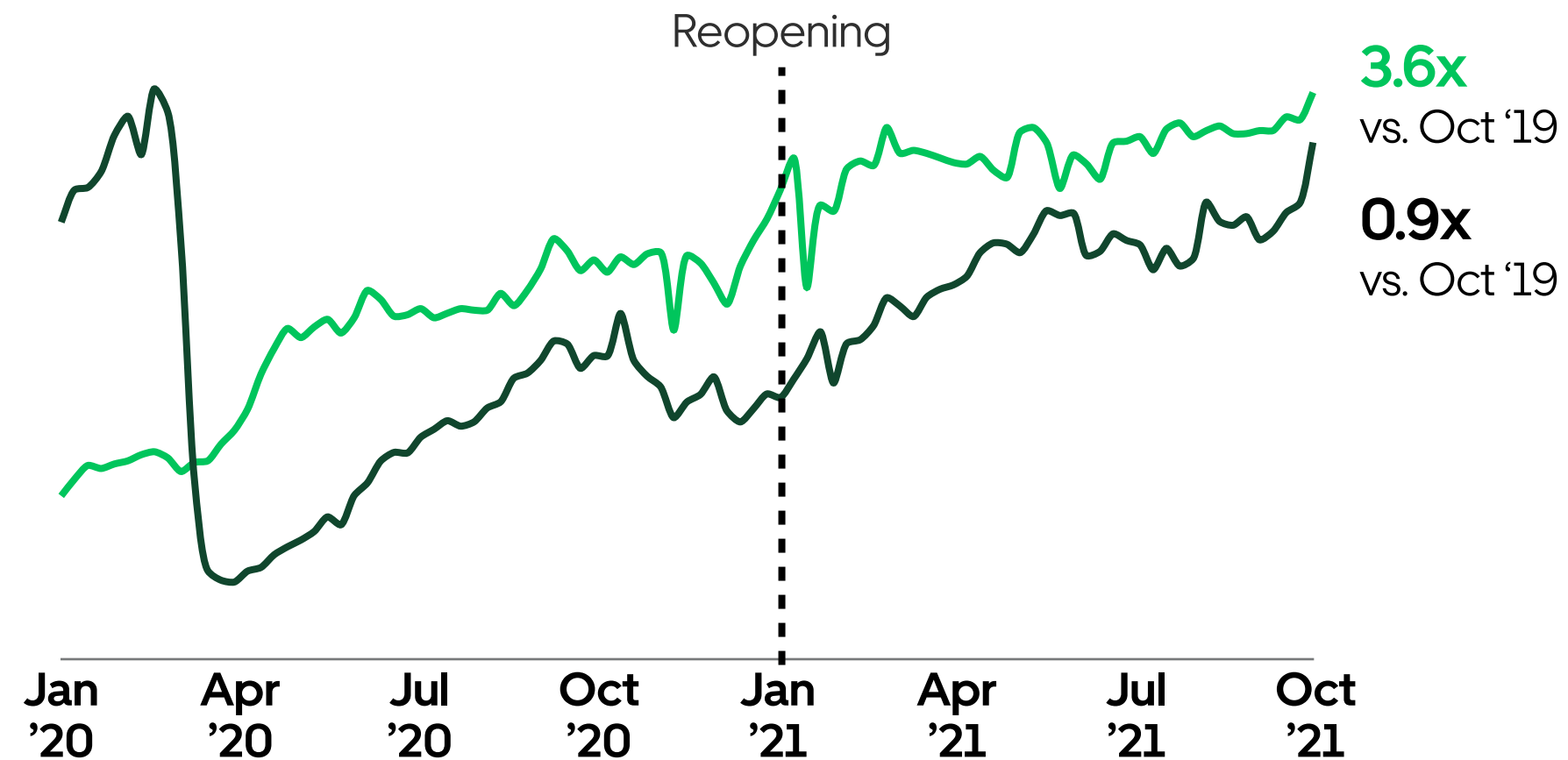
Uber Gross Bookings reached an all-time high in October, up 45% vs. 2019



Aggregate Gross Bookings 33% higher than October 2019 in NYC, London, Paris, and Sydney

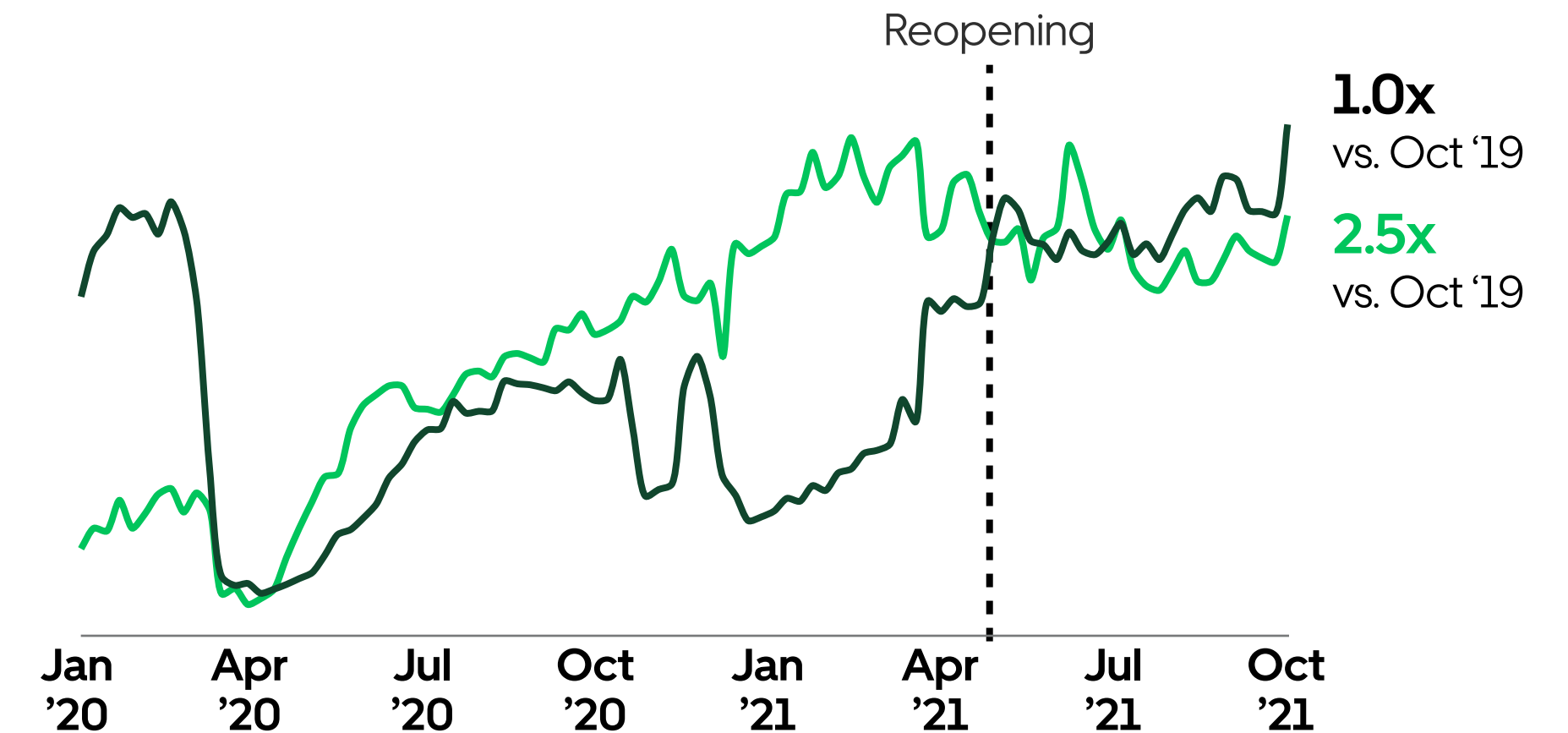
New York City

Both Mobility and Delivery growing post reopening



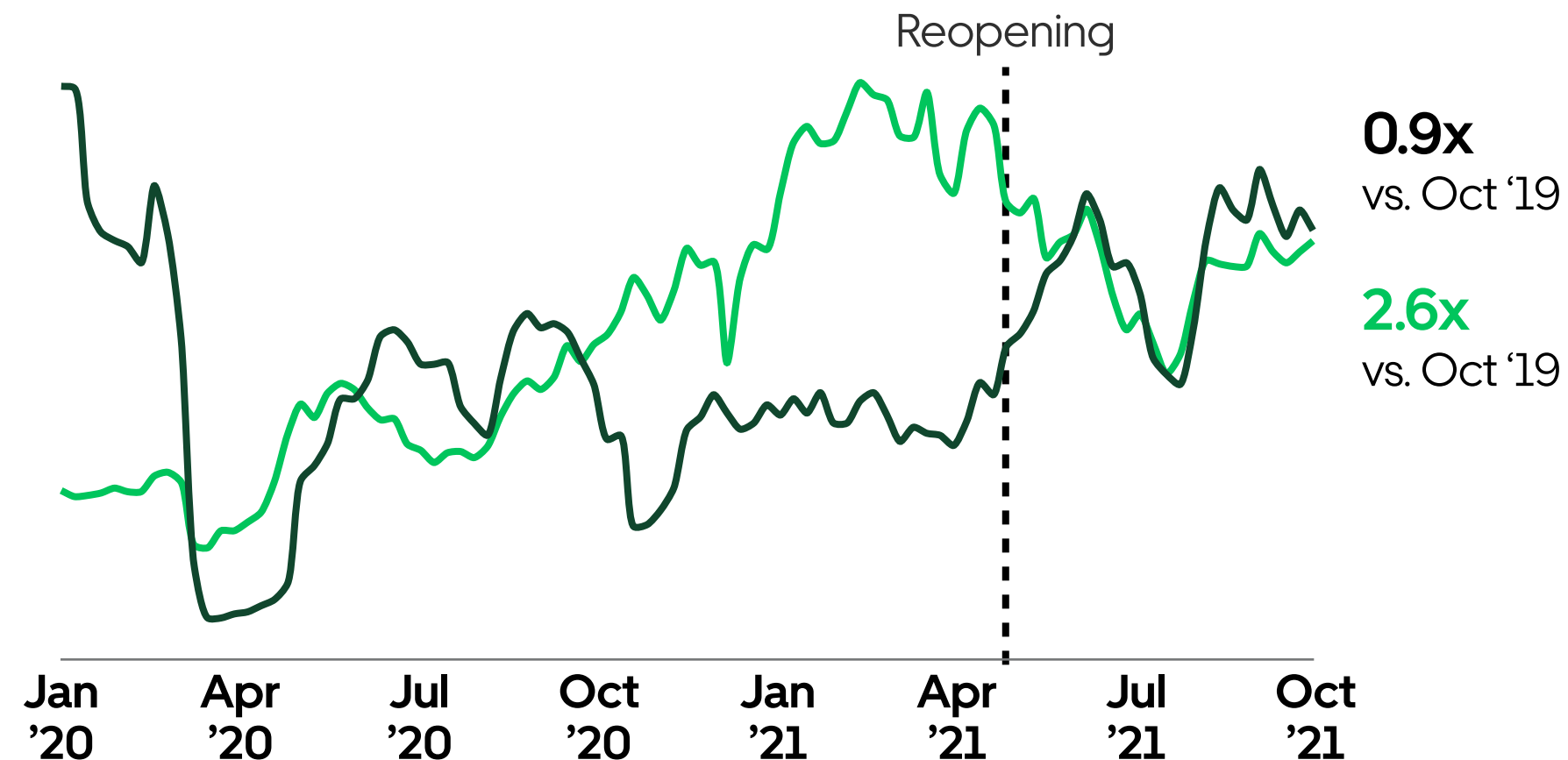
London

Mobility steadily improving post reopening while Delivery holding gains (+150% vs. Oct '19)



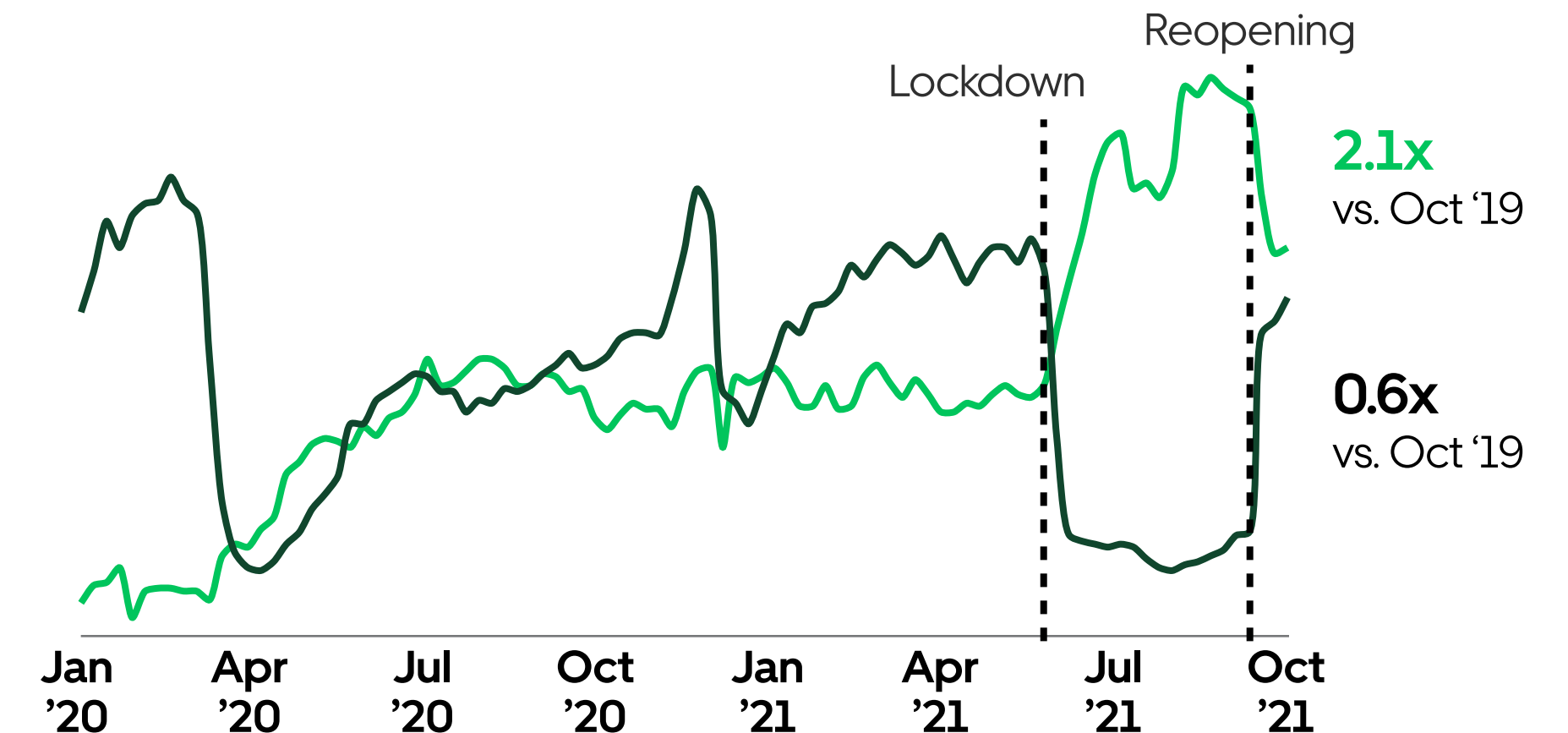
Paris

Both Mobility and Delivery showed recovery from seasonal softness and restaurants reopening



Sydney

Sharp Mobility rebound post "Freedom Day" reopening, with pullback in Delivery demand



— Mobility — Delivery

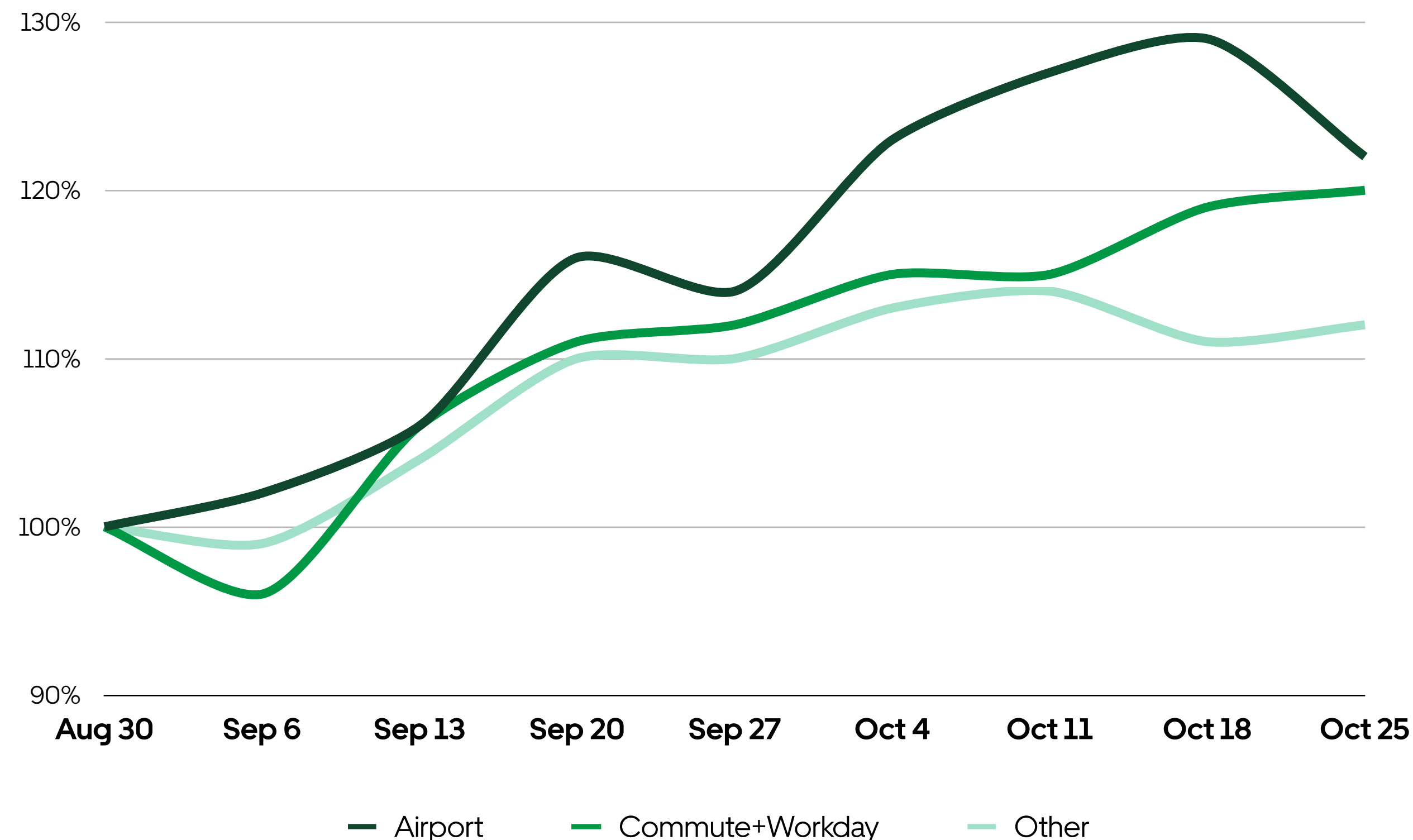
Note 1: Weekly Gross Bookings in the respective cities. Measured from January 6th, 2020, to October 25th, 2021. Growth vs. October 2019 is measured as October 2021 vs. October 2019.

Note 2: Delivery and Mobility Gross Bookings plotted on separate y-axis, and are not plotted to the same scale

Note 3: Sydney's 're-opening' date is shown as October 11, 2021 and 'lockdown' date is shown as June 26, 2021; New York City's 're-opening' date is shown as January 29, 2021; London's 're-opening' date is shown as May 17, 2021; Paris 're-opening' date is shown as May 19, 2021.

US recovery gaining traction post Labor Day, with airport trips rapidly returning

US Mobility Trips

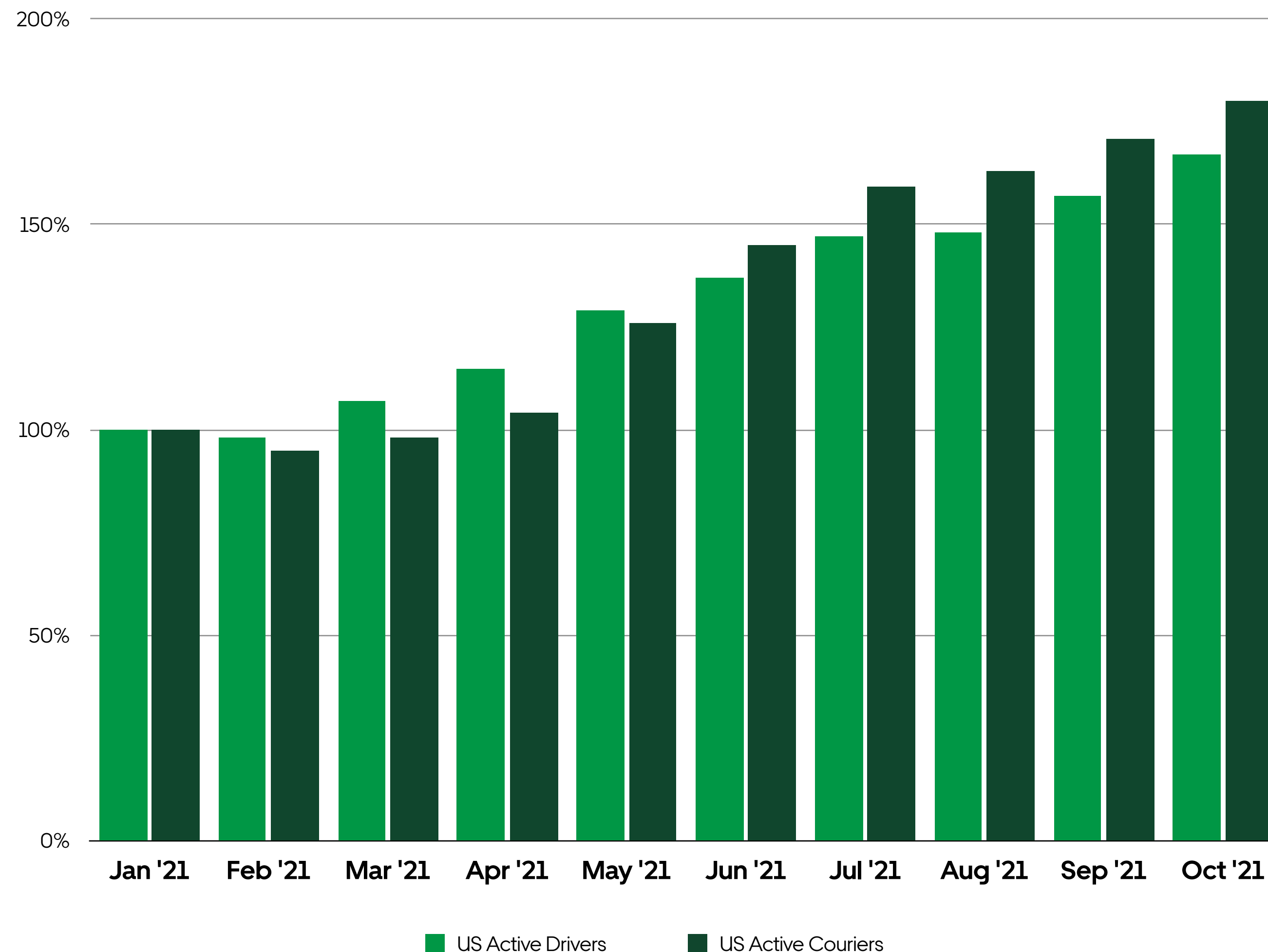


US airport trips increased significantly in recent weeks, growing over 20% from the beginning of September, and set new post-COVID highs.

US airport trip growth accelerated across all consumer cohorts, with business trips up 60%.

Airport Gross Bookings mix in the US has reverted back to pre-COVID levels, while approaching 12% to 13% of global Mobility Gross Bookings (vs. 15% pre-COVID).

Uber's platform supply growth efforts showing results in the US



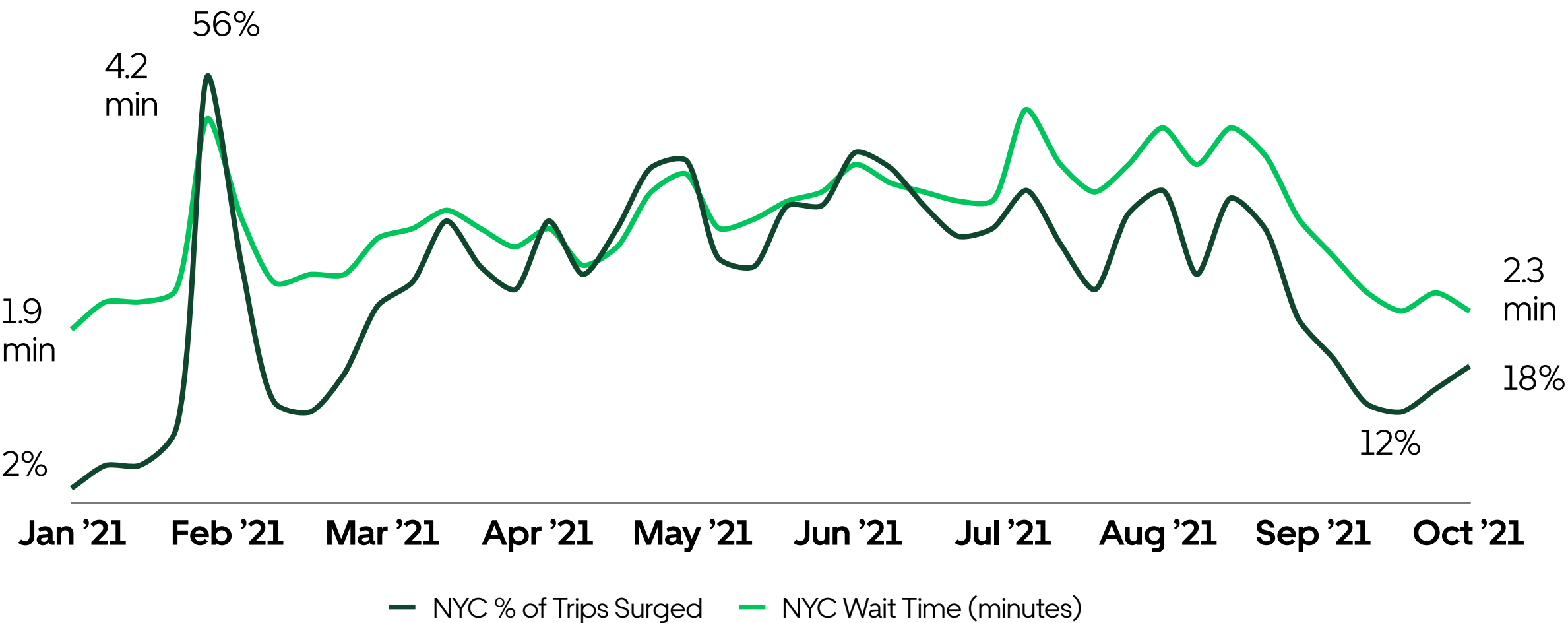
Supply growth has been a key priority through 2021. We were focused on not only reviving driver supply, but also growing our courier base, to better position Uber's platform for future demand.

In all, Uber's monthly active driver and courier base in the US has grown by nearly 640k since January.

US Mobility marketplace rapidly normalizing as drivers return

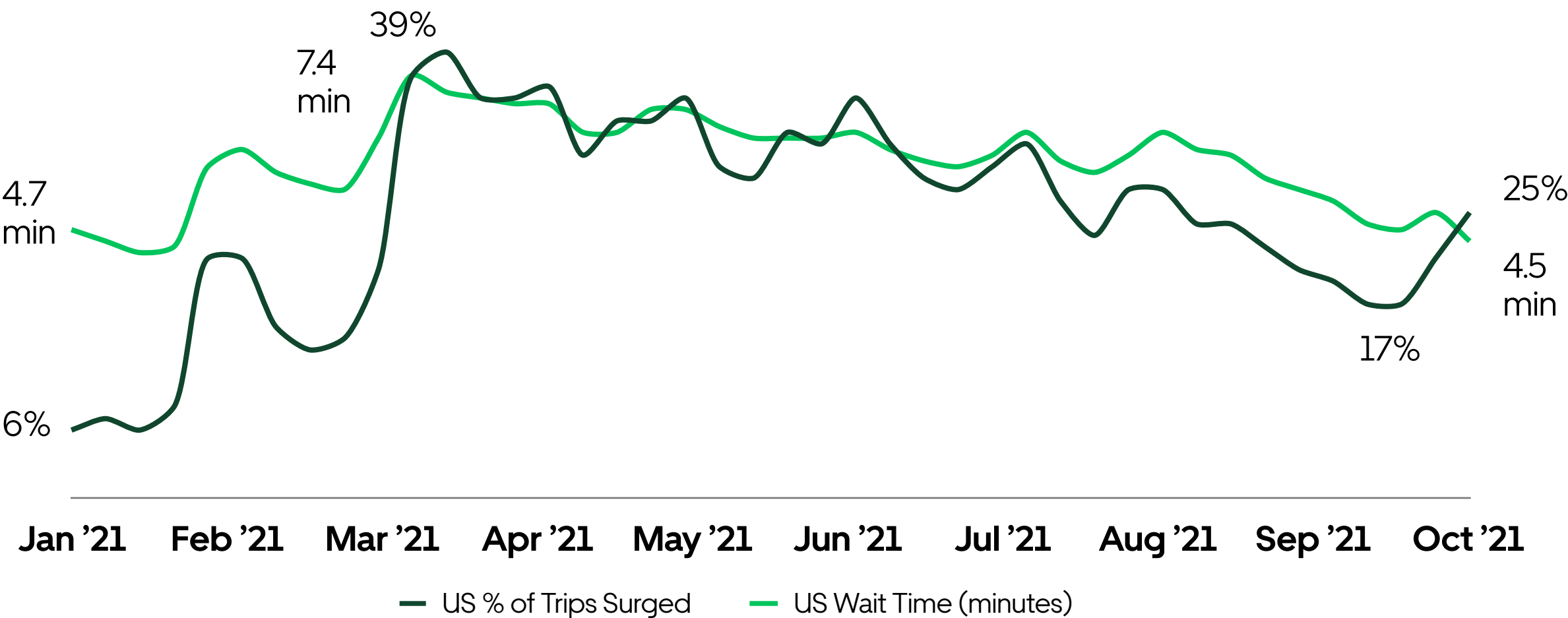
New York City

+52% Active Drivers since January



United States

+67% Active Drivers since January



Uber's consumer experience in the US is rapidly normalizing as a result of our decisive and early investments in driver supply growth.

Active US drivers are up over 65% since January. For the first time in 2021, demand recovery is in balance with supply recovery. As a result, surge is approaching 2019 normalcy. Reliability has improved as well, with US wait time under 5 minutes vs. around 3 minutes in 2019.

Note 1: Wait Time is the amount of time elapsed from confirmation of ride to pickup
Note 2: Active Driver is defined as a Driver who has completed a Mobility trip on our platform at least once in a given month
Note 3: Demand recovery and supply recovery are defined as Shopping Session recovery and Supply Hours recovery versus 2019 respectively.

US Delivery courier supply also up significantly

US Eats courier growth efforts have focused on improving onboarding and acquisition

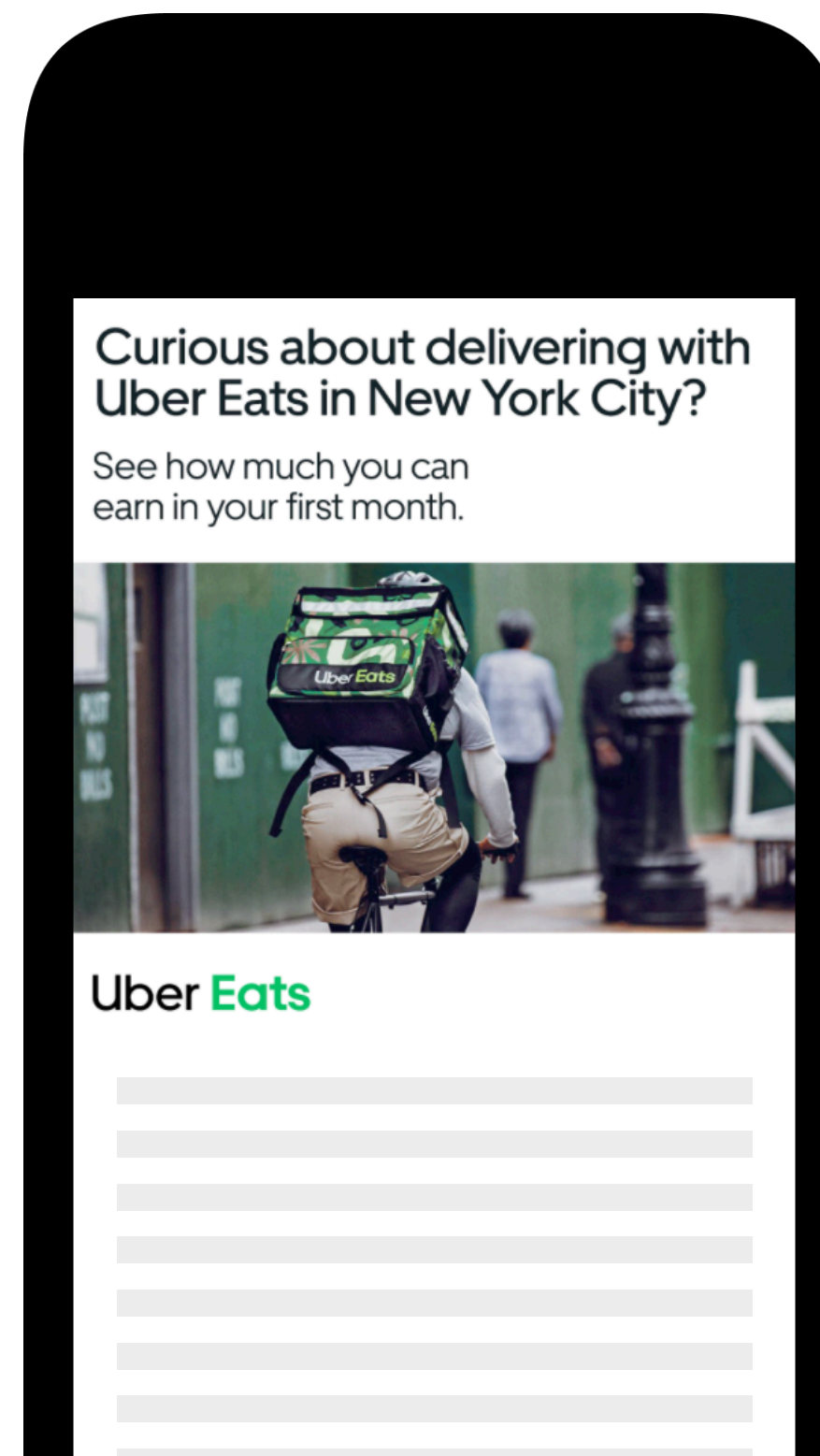
- Accelerated courier onboarding
- Migrate Postmates couriers
- Improve marketing acquisition
- Experiment with Eats <> Rides strategy
- Increase push and surge messaging

Since January

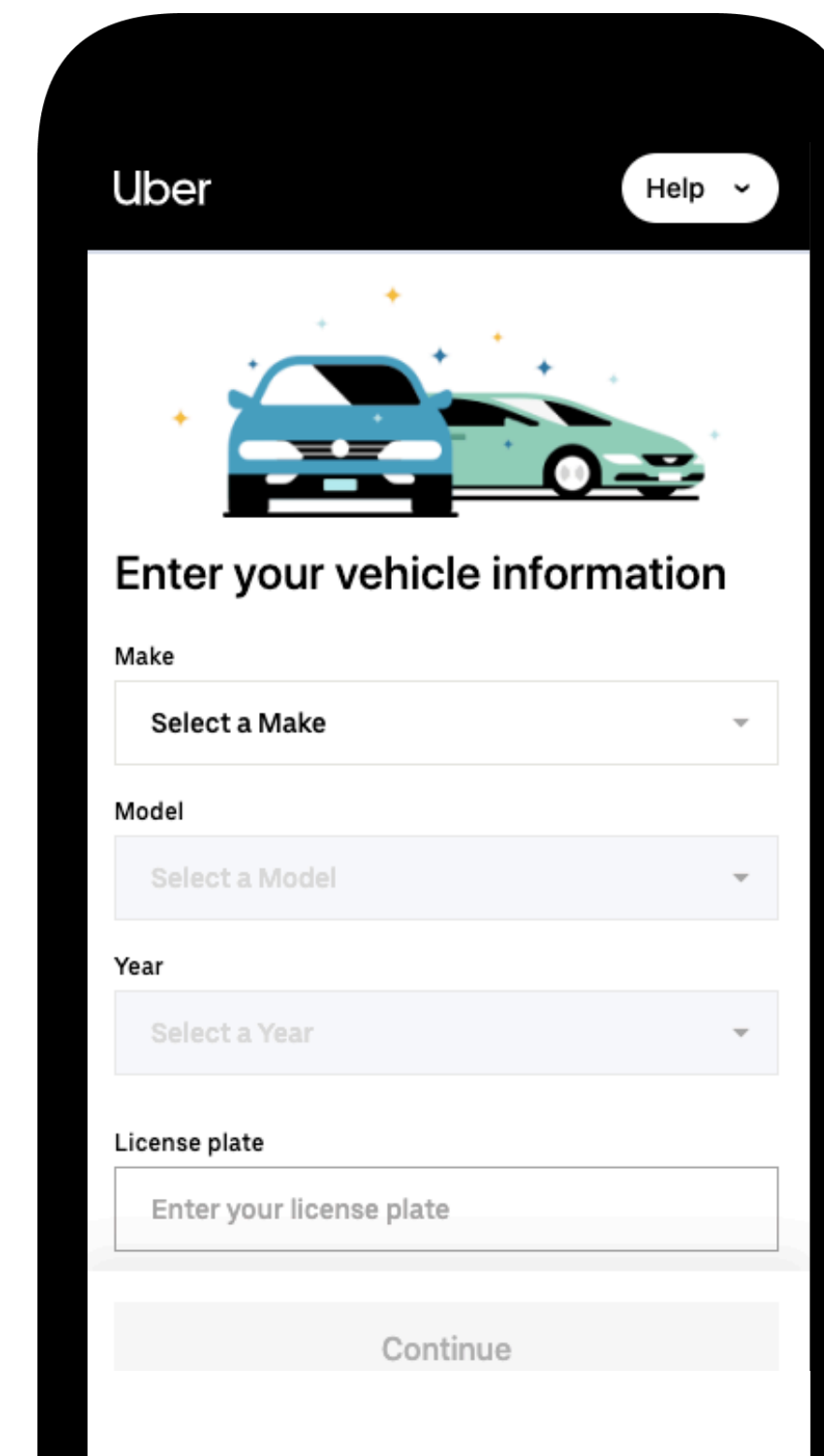
+80%

active couriers

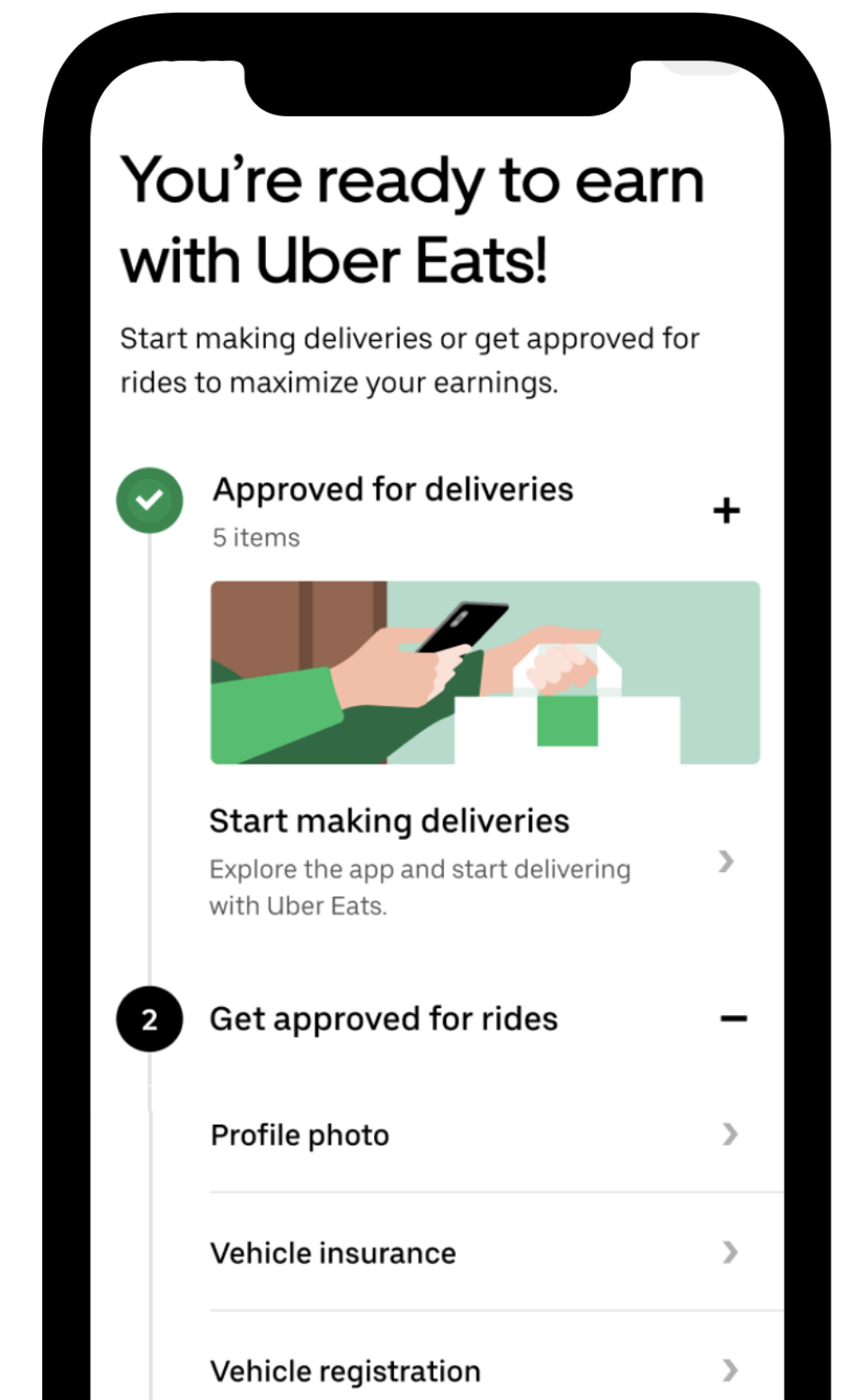
Improving marketing acquisition



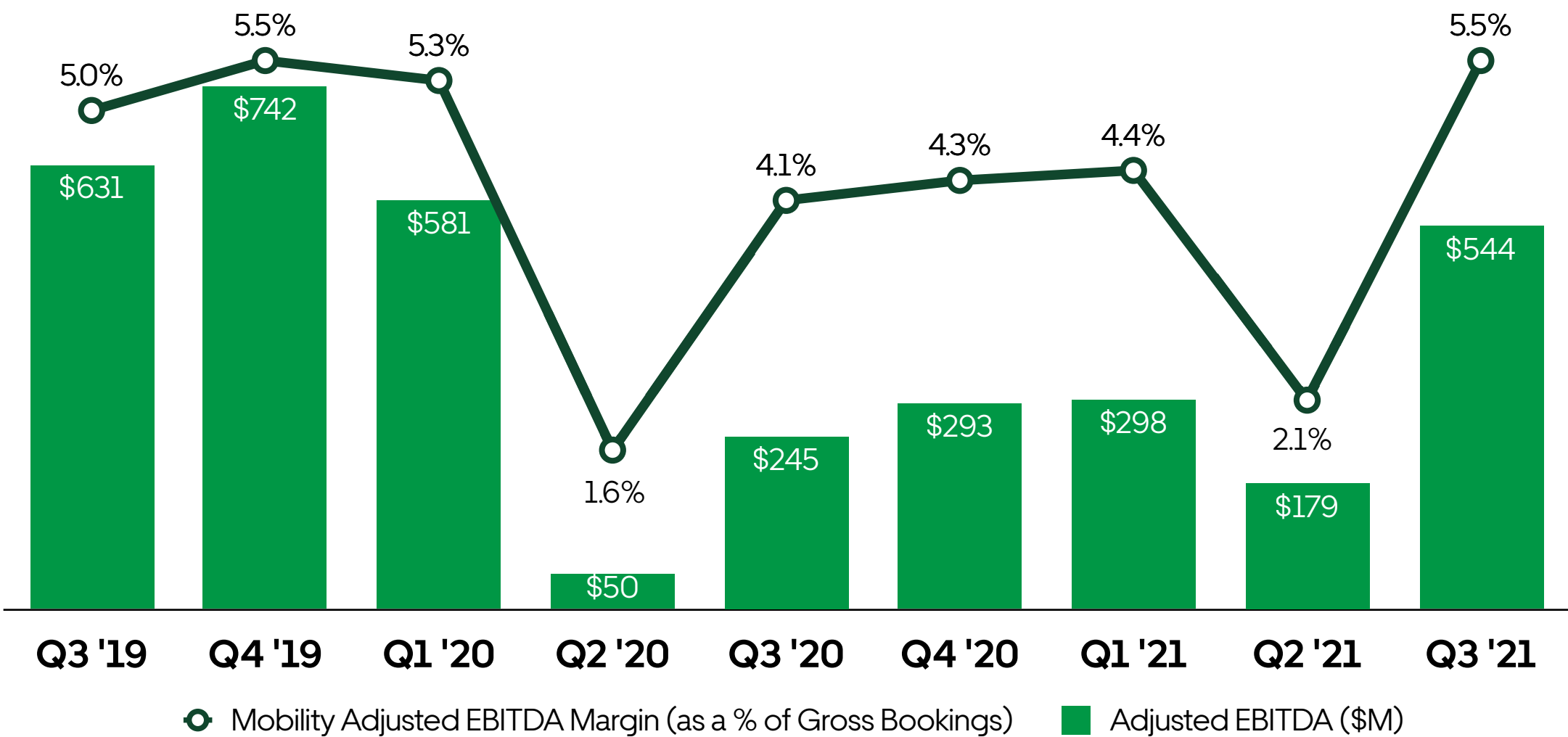
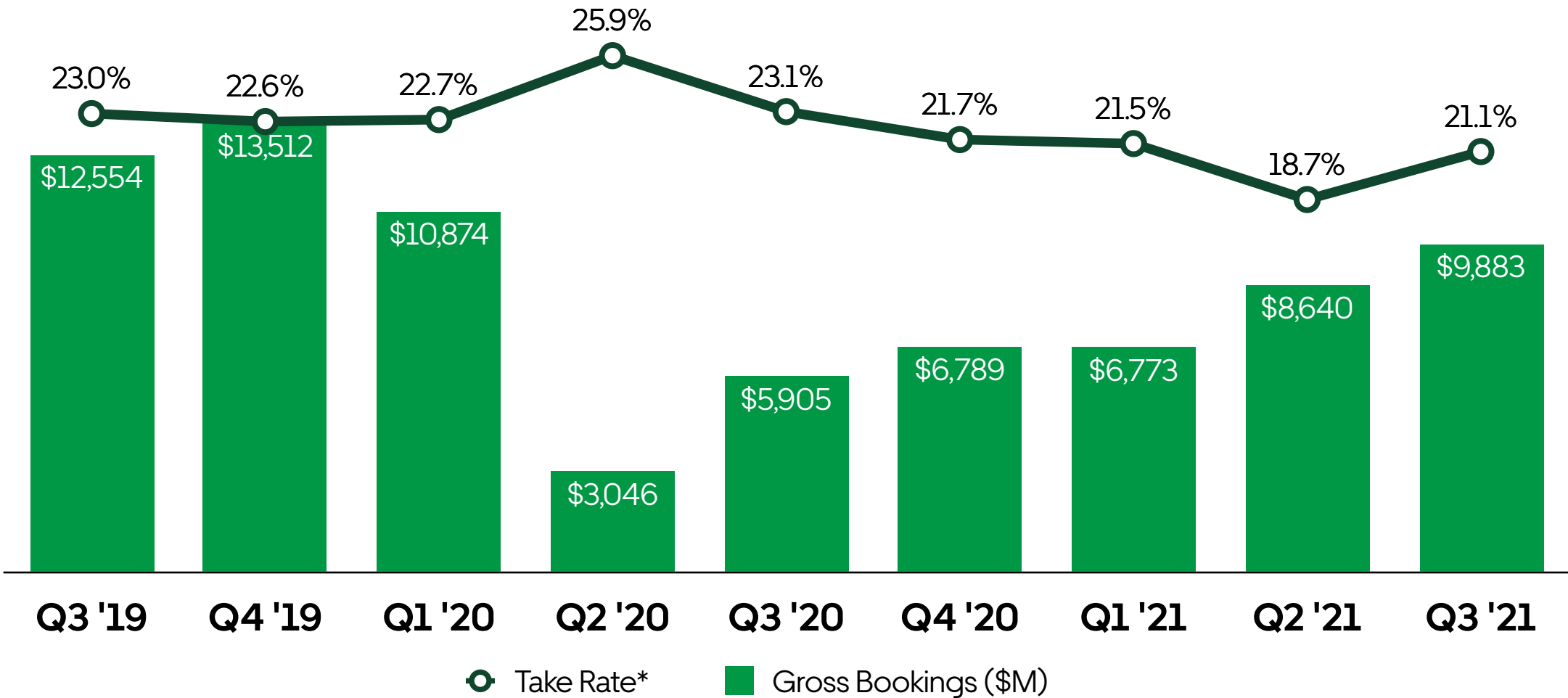
Revamping onboarding process



Combined onboarding



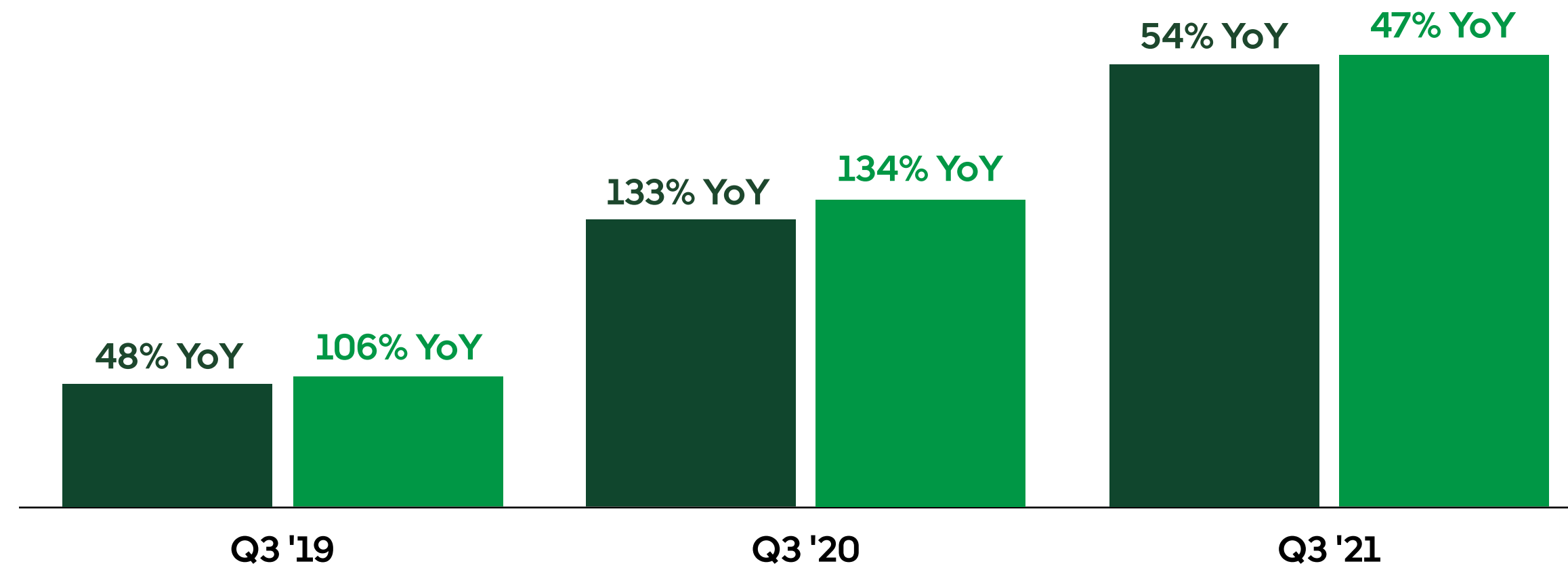
Mobility margins rebounded to 2019 highs



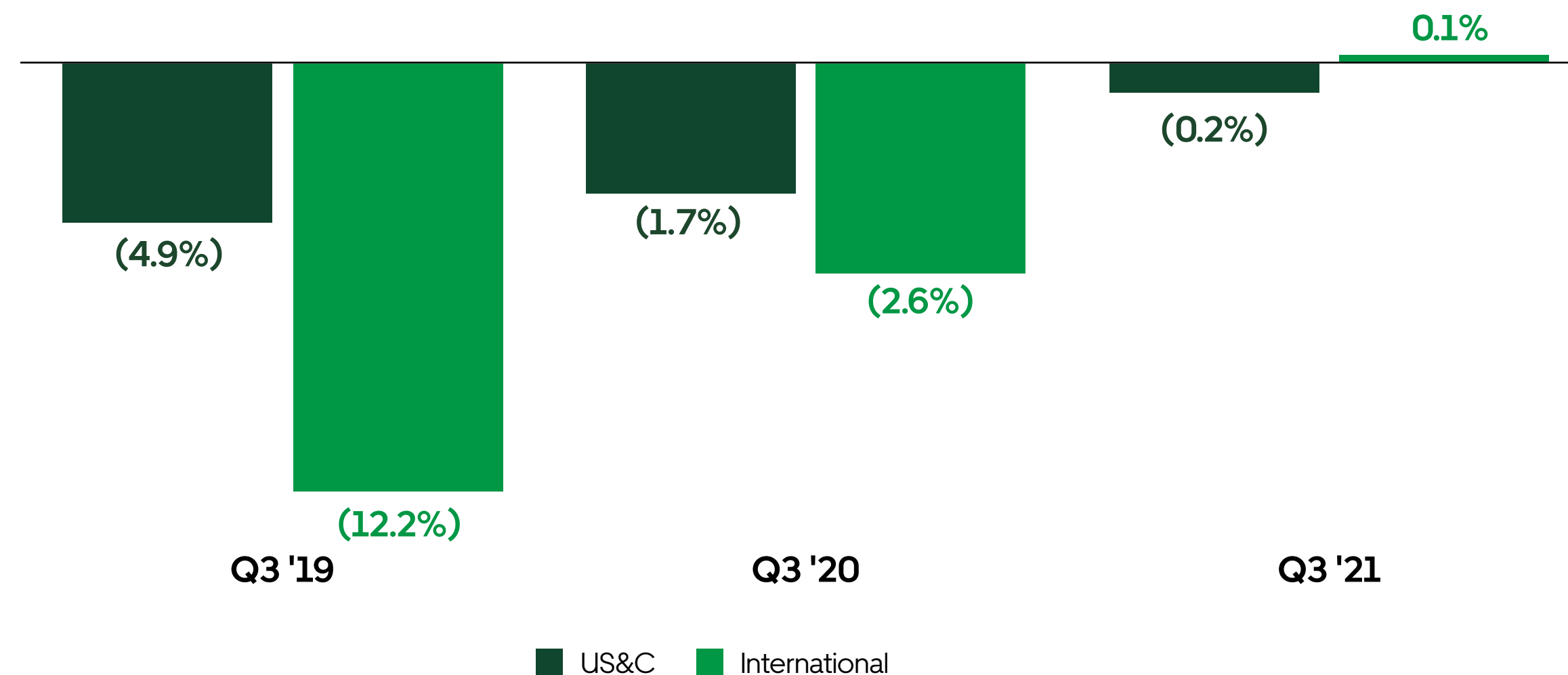
Disciplined execution drove Mobility's Q3'21 Adjusted EBITDA margins (as % of Gross Bookings) above Q3'19 levels. This margin improvement is particularly impressive with Mobility Gross Bookings down 21% vs. Q3'19 and Take Rate 190 basis points* below Q3'19, considering the varying state of recovery around the world, and the lack of a level playing field in the UK for worker classification.

Delivery near breakeven in Q3

Gross Bookings



Adjusted EBITDA and Adjusted EBITDA Margin



Delivery Adjusted EBITDA improved nearly \$150M QoQ and nearly reached breakeven in Q3. The US & Canada delivered an outstanding quarter, with sequential topline growth and category position gains, while improving EBITDA \$132M QoQ and approaching breakeven.

Over the past two years, Delivery has shown tremendous progress. Gross Bookings increased over 250% and Adjusted EBITDA improved \$300M+ (Q3'19-Q3'21), while establishing a category leading position in 7 of our top 10 markets, and beginning to rapidly build our non-restaurant food delivery offerings in 2021.

Note 1: US&C gross bookings growth benefitted by 19% in Q3'21
 Note 2: Gross Bookings and Adjusted EBITDA charts show Gross Bookings \$'s and Adjusted EBITDA \$'s respectively.
 Adjusted EBITDA Margin is as a % of Gross Bookings

Business Highlights

Platform Highlights

Segment Details

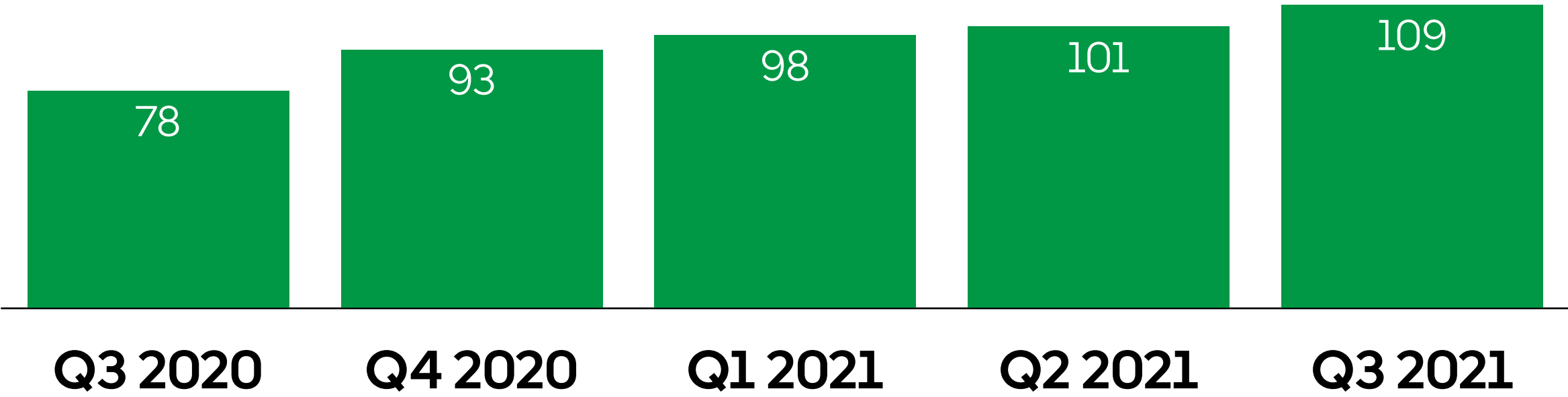
Condensed Consolidated Financials

Non-GAAP Reconciliations

Operating Metrics

In Millions

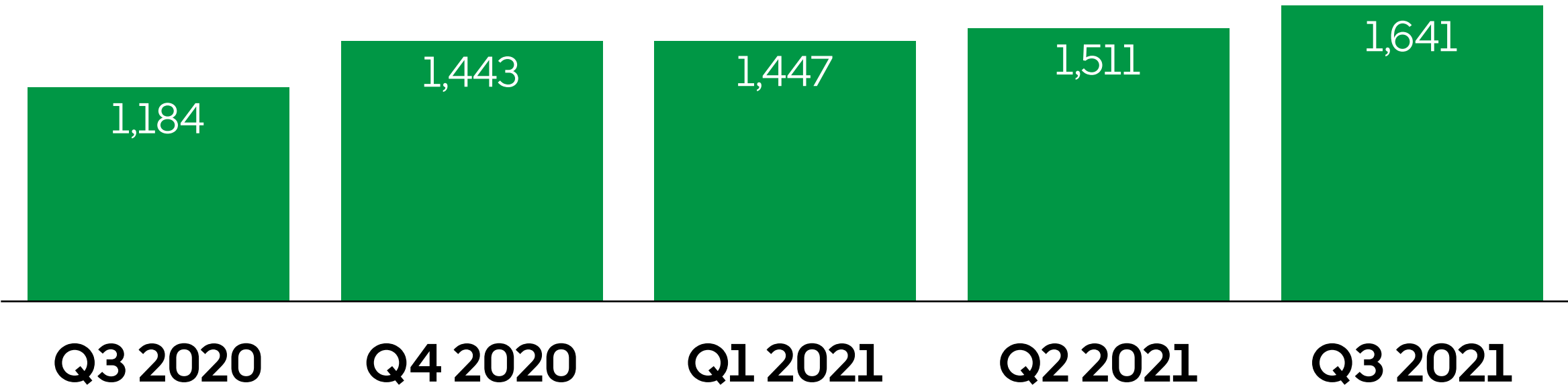
MAPCs



+40%

MAPCs Growth YoY

Trips



+39%

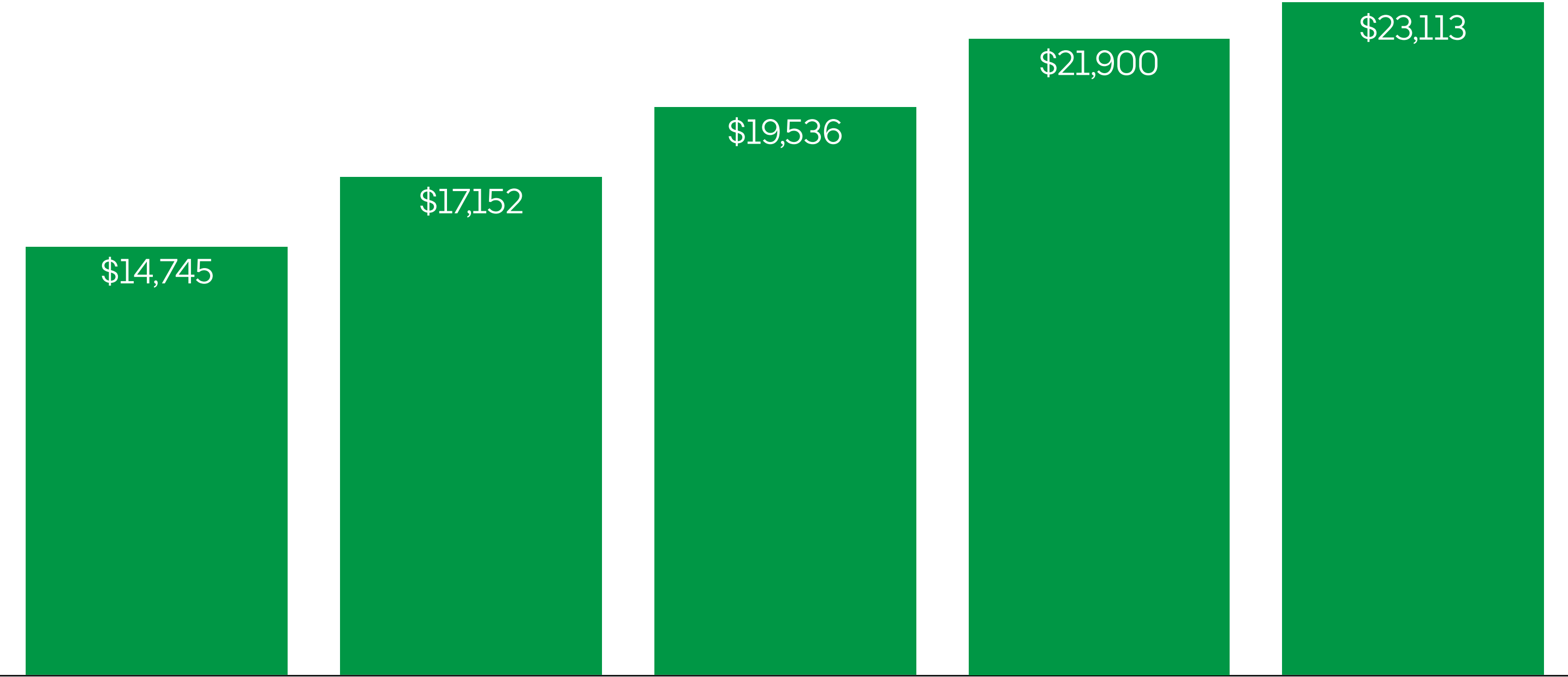
Trips Growth YoY

Monthly
Trips / MAPC



Gross Bookings

\$ in Millions



+6%

Gross Bookings
Growth QoQ

Q3 2020

Q4 2020

Q1 2021

Q2 2021

Q3 2021

(10%)

(5%)

24%

114%

57%

% Growth YoY

(8%)

(4%)

22%

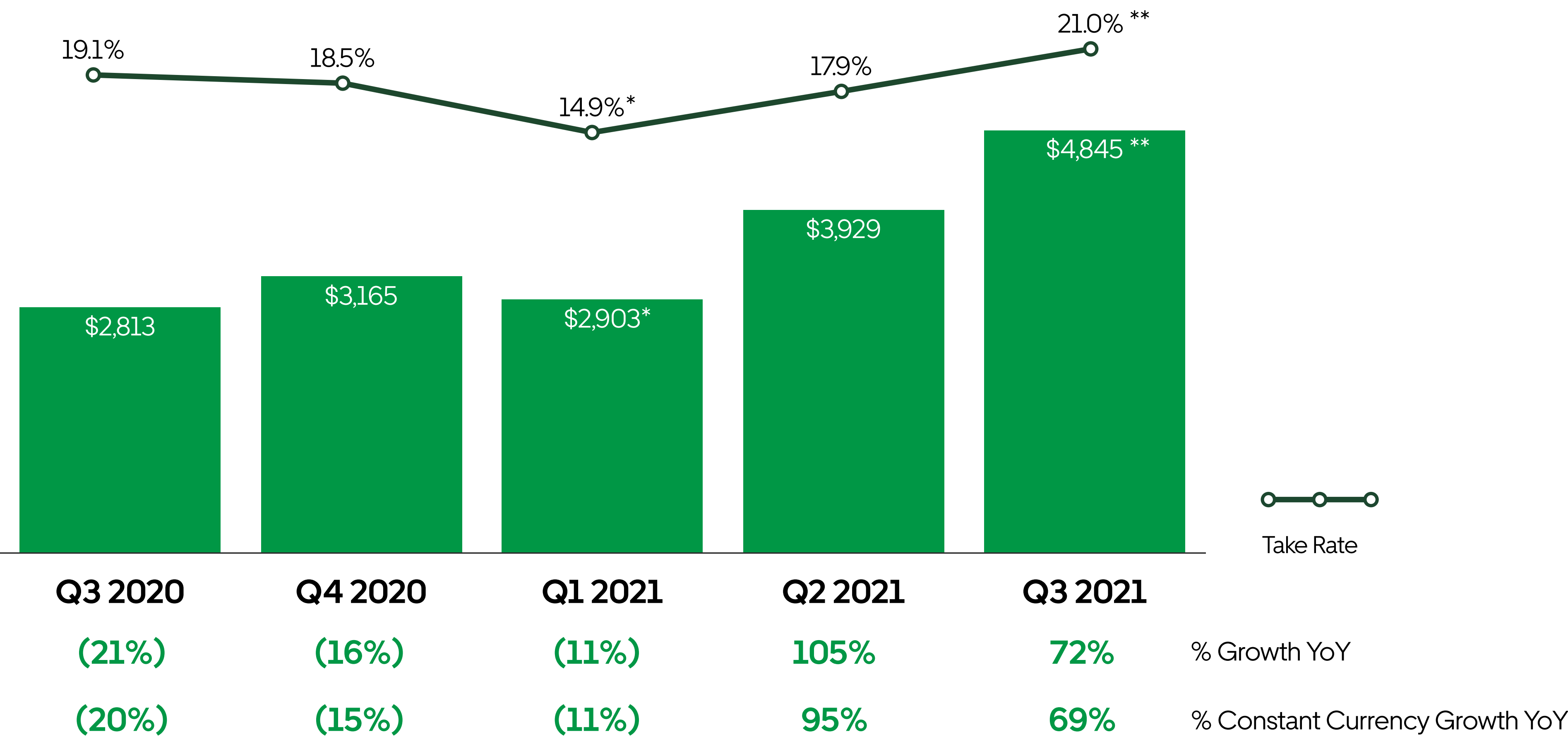
104%

53%

% Constant Currency Growth YoY

Revenue

\$ in Millions

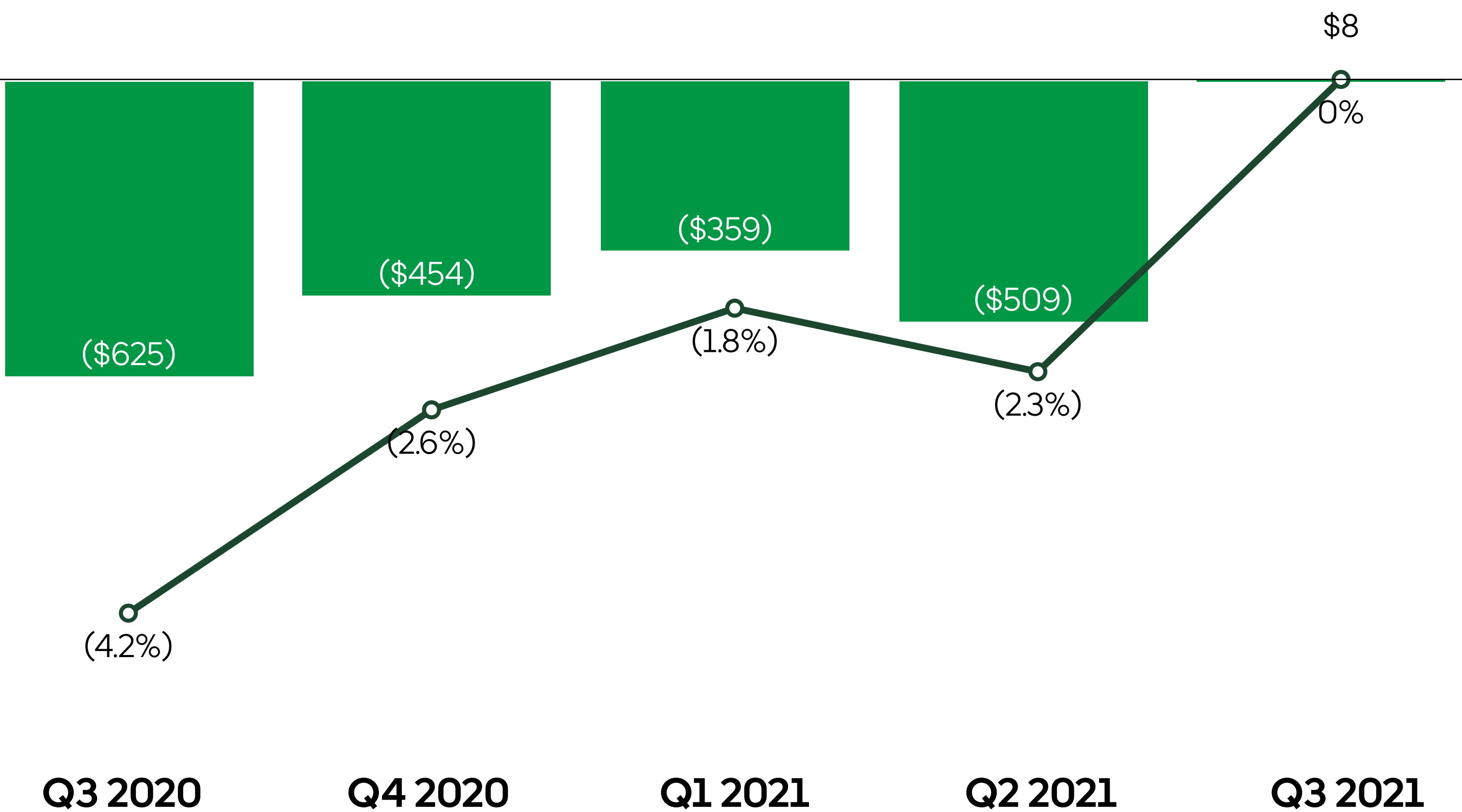


*Q1'21 Revenue of \$2,903 million includes the impact of a \$600 million accrual made for the resolution of historical claims in the UK relating to the classification of drivers. Excluding that impact, Revenue would be \$3,503 and Take Rate would be 17.9%.
**Q3'21 Revenue of \$4,845 million includes the benefit of a \$123 million accrual release for the resolution of historical claims in the UK relating to the classification of drivers. Excluding that benefit, Revenue would be \$4,722 and Take Rate would be 20.4%.
Refer to "Reconciliations of Non-GAAP Financial Measures" for more information.

Note 1: Take Rate is defined as Revenue as a percentage of Gross Bookings.
Note 2: During the fourth quarter of 2020, we changed our accounting policy related to the presentation of negative revenue arising from cumulative payments to Drivers in excess of cumulative revenue from Drivers. Our policy for the presentation of these excess cumulative payments has changed from presenting them within cost of revenue, exclusive of depreciation and amortization, to presenting them as a reduction of revenue in our consolidated statement of operations.

Adjusted EBITDA

\$ in Millions



+\$633M

YoY improvement in
Adjusted EBITDA

Adjusted EBITDA Margin as a % of Gross Bookings

Note 1: We define Adjusted EBITDA as net income (loss), excluding (i) income (loss) from discontinued operations, net of income taxes, (ii) net income (loss) attributable to non-controlling interests, net of tax, (iii) provision for (benefit from) income taxes, (iv) income (loss) from equity method investments, (v) interest expense, (vi) other income (expense), net, (vii) depreciation and amortization, (viii) stock-based compensation expense, (ix) certain legal, tax, and regulatory reserve changes and settlements, (x) goodwill and asset impairments/loss on sale of assets, (xi) acquisition and financing related expenses, (xii) restructuring and related charges and (xiii) other items not indicative of our ongoing operating performance, including COVID-19 response initiatives related payments for financial assistance to Drivers personally impacted by COVID-19, the cost of personal protective equipment distributed to Drivers, Driver reimbursement for their cost of purchasing personal protective equipment, the costs related to free rides and food deliveries to healthcare workers, seniors, and others in need as well as charitable donations

Note 2: We define Adjusted EBITDA margin as a percentage of Gross Bookings as Adjusted EBITDA divided by Gross Bookings.

Note 3: See Non-GAAP reconciliations for reconciliation of non-GAAP measures

Business Highlights

Platform Highlights

Segment Details

Condensed Consolidated Financials

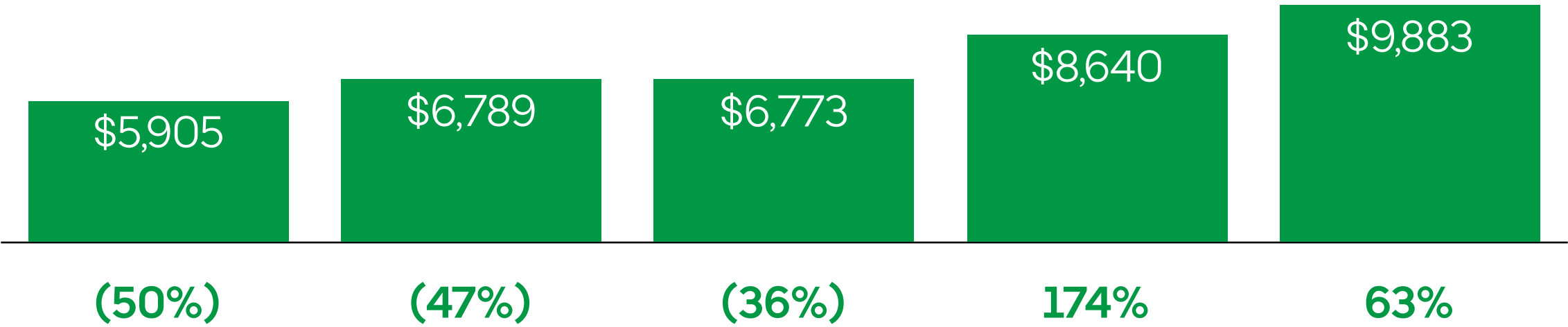
Non-GAAP Reconciliations

Mobility Highlights

\$ in Millions

Gross Bookings

% Constant Currency Growth YoY

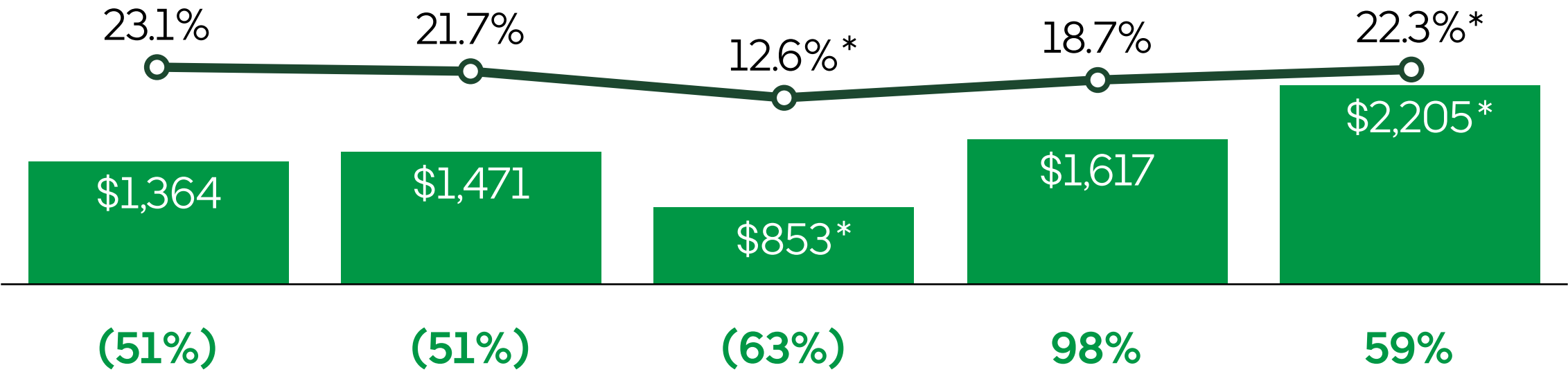


+14%

QoQ improvement in Gross Bookings

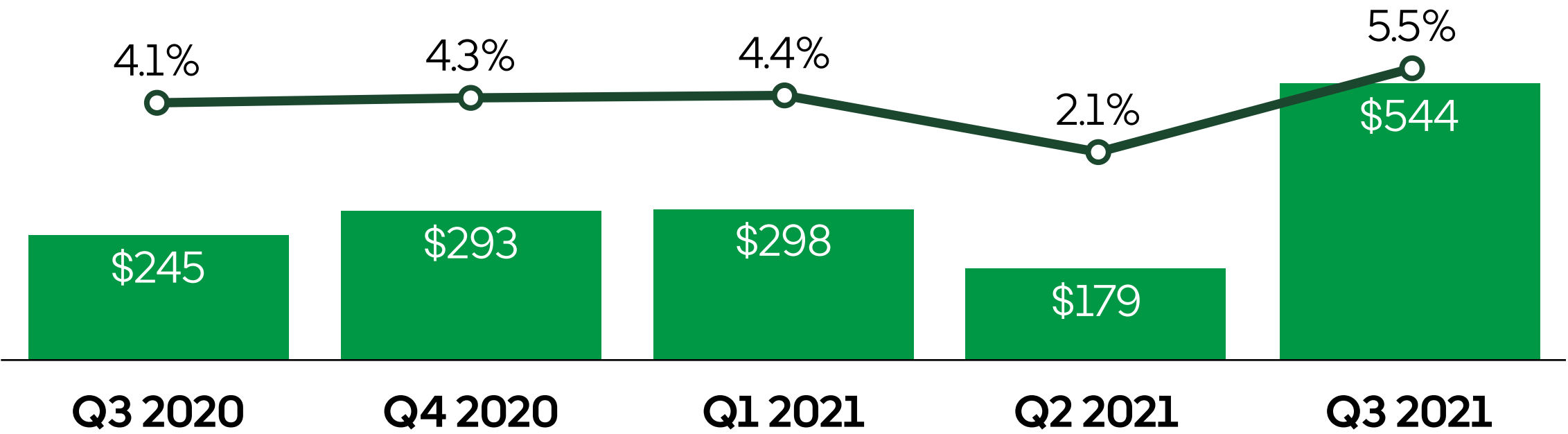
Revenue

% Constant Currency Growth YoY



Revenue: Take Rate

Adjusted EBITDA



Adjusted EBITDA:
Segment Adjusted EBITDA Margin as a % of Gross Bookings

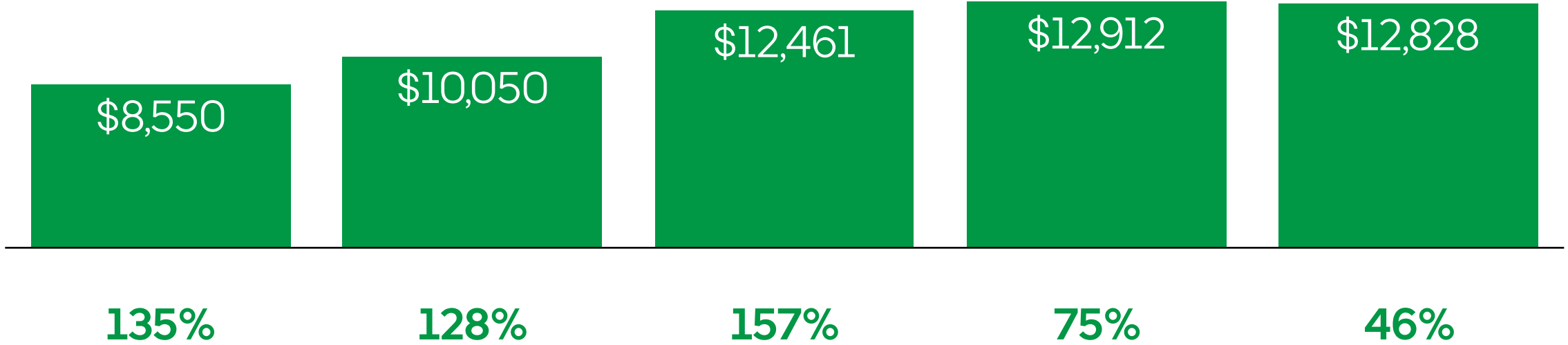
*Q1'21 Revenue of \$853 includes the impact of a \$600 million accrual made for the resolution of historical claims in the UK relating to the classification of drivers. Excluding that impact, Revenue would be \$1,453 and Take Rate would be 21.5%.
**Q3'21 Revenue of \$2,205 includes the benefit of a \$123 million accrual release for the resolution of historical claims in the UK relating to the classification of drivers. Excluding that benefit, Revenue would be \$2,082 and Take Rate would be 21.1%.
Refer to "Reconciliations of Non-GAAP Financial Measures" for more information.

Note 1: Take Rate is defined as Revenue as a percentage of Gross Bookings.
Note 2: See Non-GAAP reconciliations for reconciliation of non-GAAP measures.
Note 3: All measures are for Mobility segment unless otherwise noted.

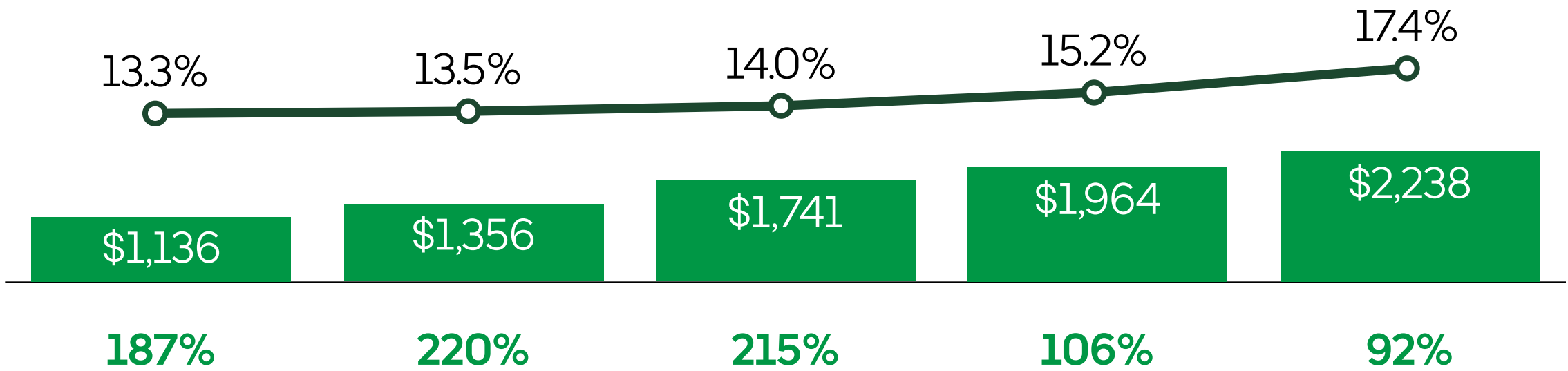
Delivery Highlights

\$ in Millions

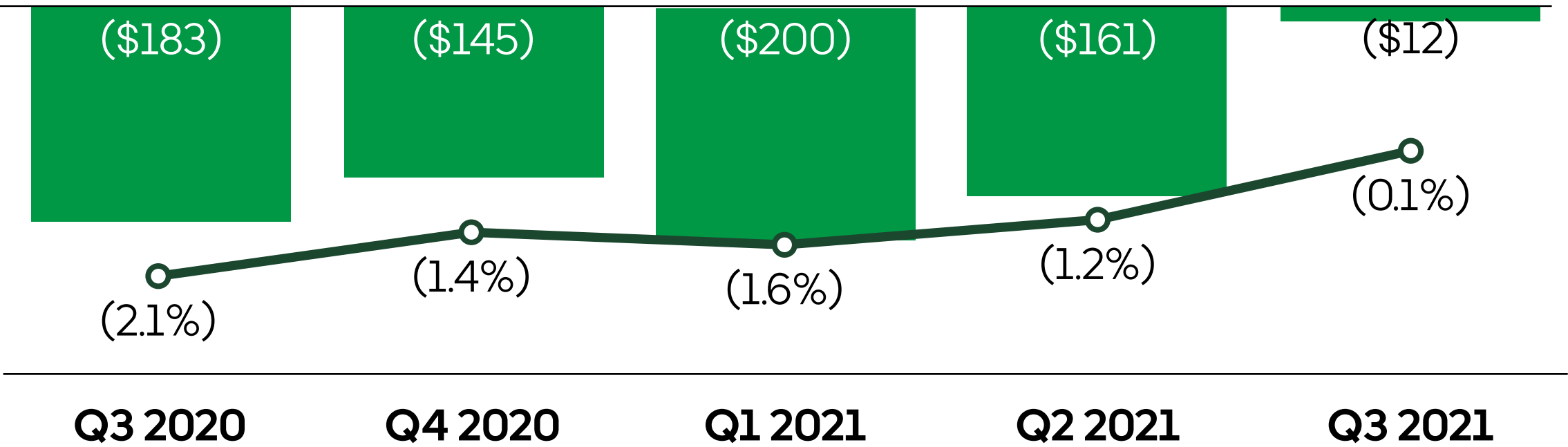
Gross Bookings
% Constant Currency Growth YoY



Revenue
% Constant Currency Growth YoY



Adjusted EBITDA



+92%

Revenue Growth YoY at Constant Currency

+1.1 pts

QoQ improvement in Adj. EBITDA Margin as a % of Gross Bookings

Revenue: Take Rate

Adjusted EBITDA: Segment Adjusted EBITDA Margin as a % of Gross Bookings

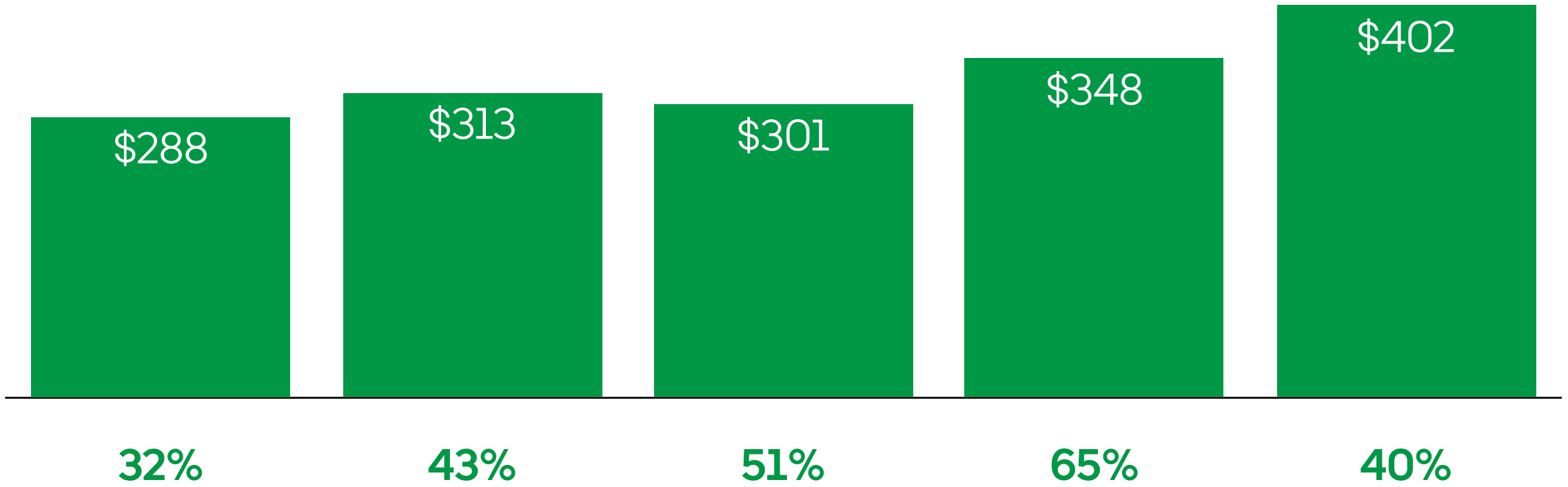
Note 1: Take Rate is defined as Revenue as a percentage of Gross Bookings.
Note 2: See Non-GAAP reconciliations for reconciliation of non-GAAP measures.
Note 3: All measures are for Delivery segment unless otherwise noted.

Freight Highlights

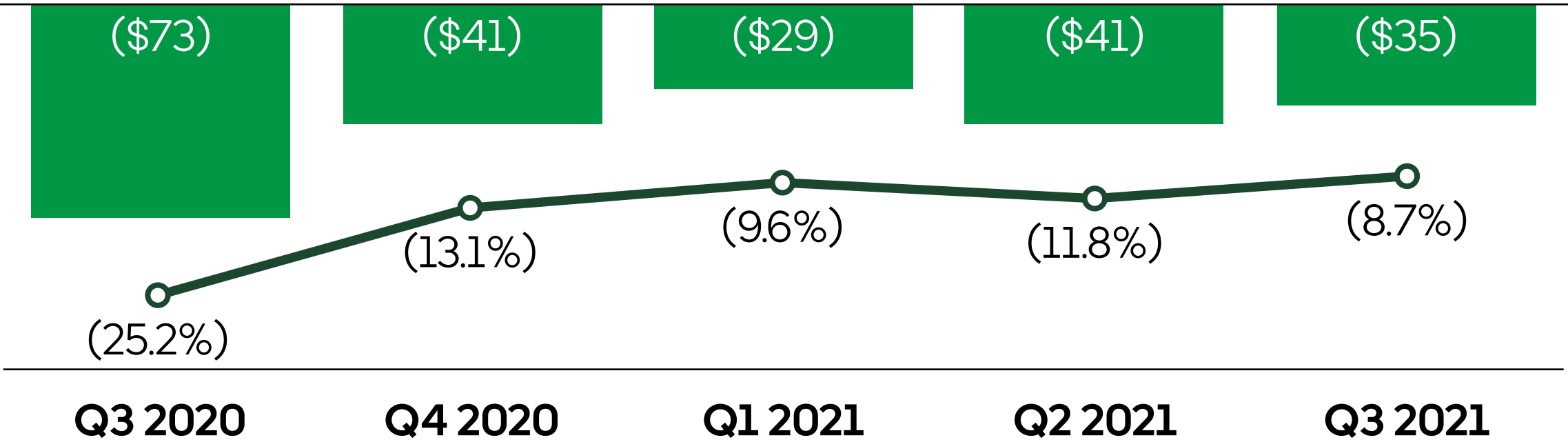
\$ in Millions

Revenue

% Constant Currency
Growth YoY



Adjusted
EBITDA



+40%

Revenue Growth YoY
at Constant Currency

+3.1 pts

Improvement in Adj.
EBITDA Margin as a %
of Gross Bookings



Adjusted EBITDA: Segment Adjusted
EBITDA Margin as a % of Gross Bookings

Business Highlights

Platform Highlights

Segment Details

Condensed Consolidated Financials

Non-GAAP Reconciliations

Condensed Consolidated Statements of Operations (Unaudited)

\$ in Millions, except share amounts, which are in thousands, and per share amounts

	Three Months Ended September 30,		Nine Months Ended September 30,	
	2020	2021	2020	2021
Revenue	\$2,813	\$4,845	\$7,974	\$11,677
Costs and expenses				
Cost of revenue, exclusive of depreciation and amortization shown separately below	1,298	2,438	3,713	6,247
Operations and support	365	475	1,450	1,330
Sales and marketing	924	1,168	2,545	3,527
Research and development	493	493	1,722	1,496
General and administrative	711	625	2,135	1,705
Depreciation and amortization	138	218	395	656
Total costs and expenses	\$3,929	\$5,417	\$11,960	\$14,961
Loss from operations	(\$1,116)	(\$572)	(\$3,986)	(\$3,284)
Interest expense	(112)	(123)	(340)	(353)
Other income (expense), net	151	(1,832)	(1,688)	1,821
Loss before income taxes and loss from equity method investments	(1,077)	(2,527)	(6,014)	(1,816)
Provision for (benefit from) income taxes	23	(101)	(215)	(395)
Loss from equity method investments	(8)	(13)	(27)	(28)
Net loss including non-controlling interests	(1,108)	(2,439)	(5,826)	(1,449)
Less: net loss attributable to non-controlling interests, net of tax	(19)	(15)	(27)	(61)
Net loss attributable to Uber Technologies, Inc.	(\$1,089)	(\$2,424)	(\$5,799)	(\$1,388)
Net loss per share attributable to Uber Technologies, Inc. common stockholders:				
Basic	(\$0.62)	(\$1.28)	(\$3.33)	(\$0.74)
Diluted	(\$0.62)	(\$1.28)	(\$3.33)	(\$0.75)
Weighted-average shares used to compute net loss per share attributable to common stockholders:				
Basic	1,755,029	1,898,954	1,739,488	1,877,655
Diluted	1,755,029	1,898,954	1,739,488	1,878,997

Condensed Consolidated Balance Sheets (Unaudited)

\$ in Millions

	As of December 31	As of September 30
	2020	2021
Assets		
Cash and cash equivalents	\$5,647	\$6,482
Short-term investments	1,180	-
Restricted cash and cash equivalents	250	414
Accounts receivable, net	1,073	1,333
Prepaid expenses and other current assets	1,215	1,455
Assets held for sale	517	-
Total current assets	\$9,882	\$9,684
Restricted cash and cash equivalents	1,494	2,894
Collateral held by insurer	860	-
Investments	9,052	12,239
Equity method investments	1,079	971
Property and equipment, net	1,814	1,781
Operating lease right-of-use assets	1,274	1,218
Intangible assets, net	1,564	1,278
Goodwill	6,109	6,447
Other assets	124	372
Total assets	\$33,252	\$36,884

Continued:

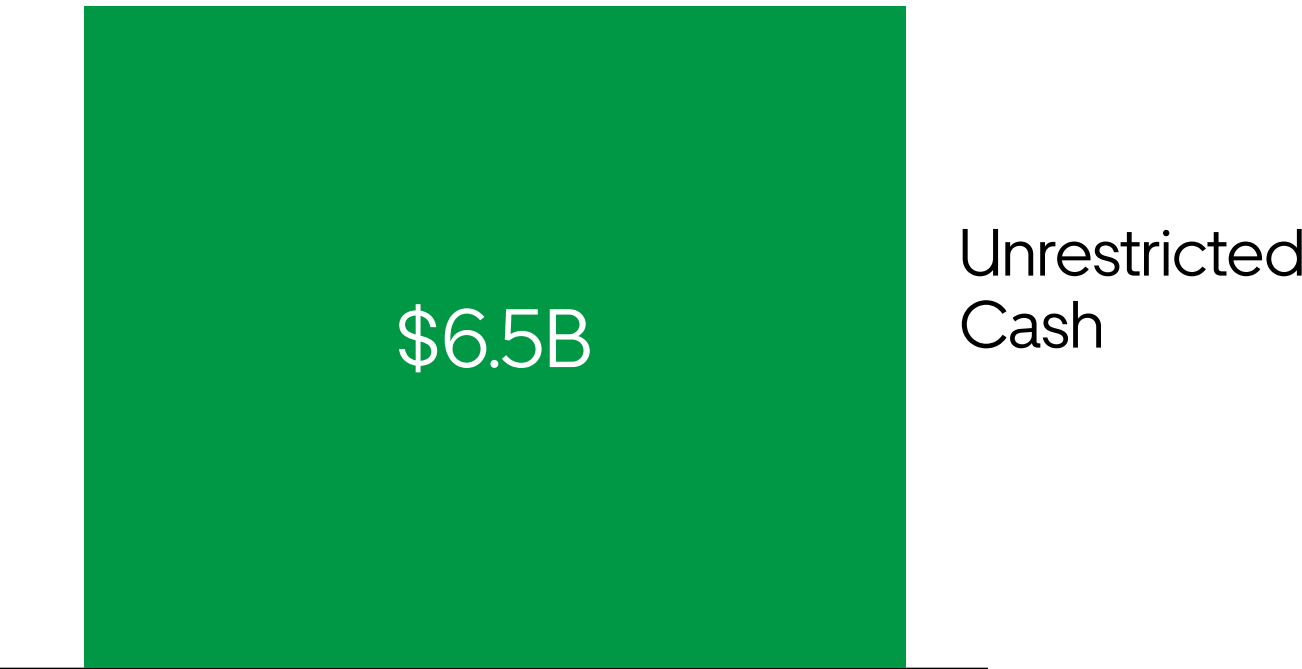
Condensed Consolidated Balance Sheets (Unaudited)

\$ in Millions

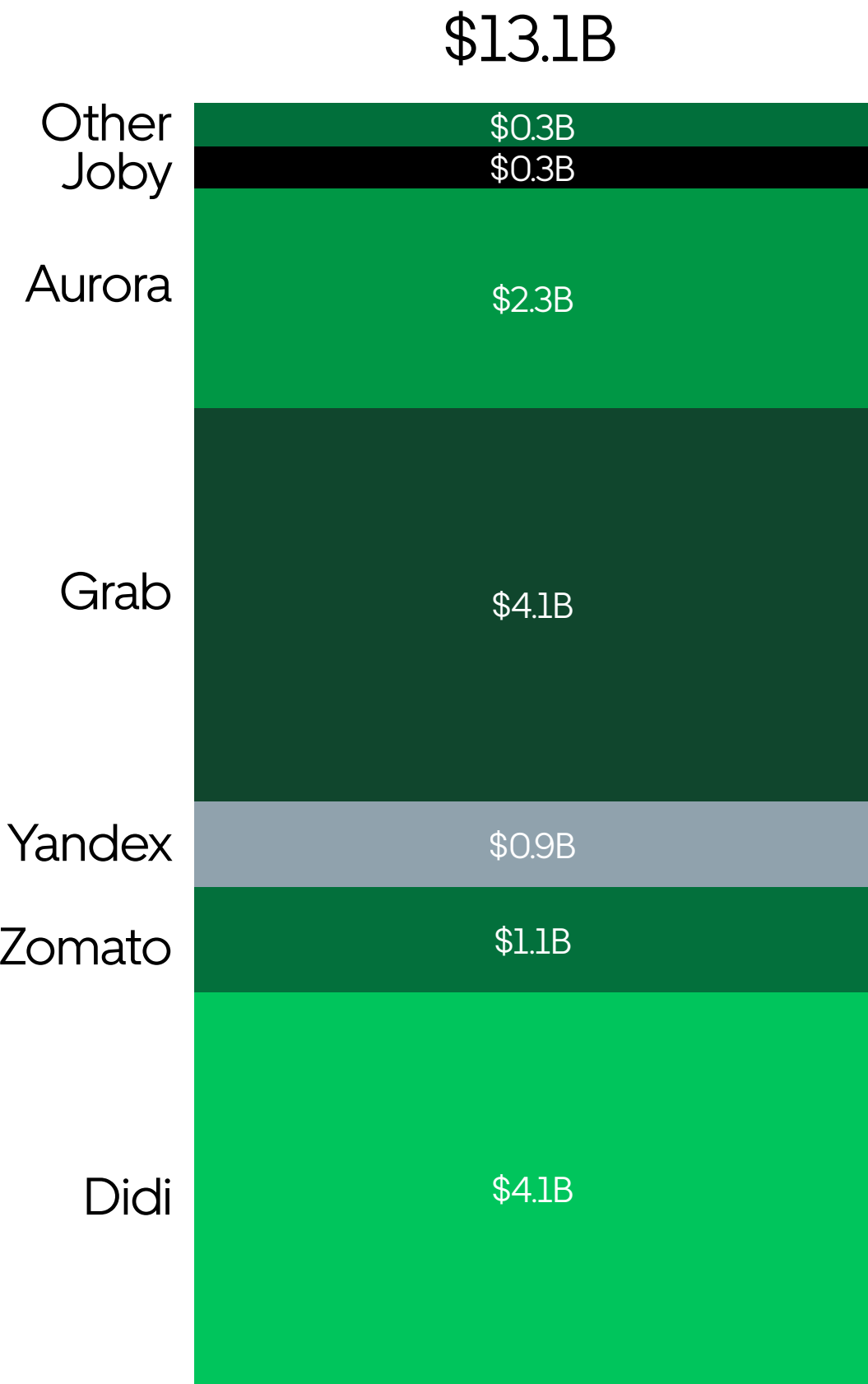
	As of December 31	As of September 30
	2020	2021
Liabilities, redeemable non-controlling interests and equity		
Accounts payable	\$235	\$310
Short-term insurance reserves	1,243	1,379
Operating lease liabilities, current	175	168
Accrued and other current liabilities	5,112	6,269
Liabilities held for sale	100	-
Total current liabilities	\$6,865	\$8,126
Long-term insurance reserves	2,223	2,577
Long-term debt, net of current portion	7,560	9,279
Operating lease liabilities, non-current	1,544	1,488
Other long-term liabilities	1,306	1,129
Total liabilities	\$19,498	\$22,599
Redeemable non-controlling interests	787	229
Equity		
Common stock	-	-
Additional paid-in capital	35,931	37,281
Accumulated other comprehensive income (loss)	(535)	1,168
Accumulated deficit	(23,130)	(24,518)
Total Uber Technologies, Inc. stockholders' equity	\$12,266	\$13,931
Non-redeemable non-controlling interests	701	125
Total equity	\$12,967	\$14,056
Total liabilities, redeemable non-controlling interests and equity	\$33,252	\$36,884

Summary of liquidity position and equity stakes








Liquidity Position



Equity Stakes (Carrying value)



Uber's Ownership Position

 Didi	~11%
	~16%
	~25%
	~29%
	~7%
	~4%
	~31%

Note 1: Liquidity position excluding revolver. Undrawn revolver provides additional liquidity of \$2.0B, net of letters of credit. As of September 30, 2021, Uber's long-term debt was roughly \$9.3 billion.

Note 2: All equity stakes and dollar ownership amounts based on carrying value as of 9/30/2021, which may be different than potential market transaction values.

Note 3: As of September 30, 2021, Uber owns approximately 612M shares of Zomato, 411M shares of Grab, 133M shares of Aurora, and 26M shares of Joby, and 144M ordinary shares of Didi (each ADS listed on the NYSE represents 0.25 ordinary shares). On August 30, 2021, Uber entered into a restructuring agreement with Yandex to restructure their joint ventures. As part of the agreement, Uber sold its entire equity interest in Yandex Self-Driving Group B.V. and 4.5% of its equity interest in MLU B.V. to Yandex in the third quarter of 2021. Yandex will also acquire all of Uber's equity interest in Yandex.Eats, Yandex.Lavka and Yandex. Delivery following such entities demerger from MLU B.V., which is expected to occur in the fourth quarter of 2021.

Note 4: Ownership stake percentages as of September 30, 2021 and based on a fully diluted basis.

Condensed Consolidated Statements of Cash Flows (Unaudited)

\$ in Millions

	Nine Months Ended September 30,	
	2020	2021
Cash flows from operating activities		
Net loss including non-controlling interests	(\$5,826)	(\$1,449)
Adjustments to reconcile net loss to net cash used in operating activities:		
Depreciation and amortization	395	656
Bad debt expense	51	75
Stock-based compensation	591	834
Gain on business divestitures, net	(127)	(1,684)
Gain from sale of investments	-	(171)
Deferred income taxes	(272)	(482)
Loss from equity method investments, net	27	28
Unrealized loss on debt and equity securities, net	123	56
Impairment of debt and equity securities	1,690	-
Impairments of goodwill, long-lived assets and other assets	372	16
Unrealized foreign currency transactions	44	12
Other	(3)	50
Change in assets and liabilities, net of impact of business acquisitions and disposals:		
Accounts receivable	380	(354)
Prepaid expenses and other assets	159	(229)
Collateral held by insurer	259	860
Operating lease right-of-use assets	274	116
Accounts payable	(34)	71
Accrued insurance reserves	(16)	490
Accrued expenses and other liabilities	77	891
Operating lease liabilities	(104)	(124)
Net cash used in operating activities	(\$1,940)	(\$338)

Continued:

Condensed Consolidated Statements of Cash Flows (Unaudited)

\$ in Millions

	Nine Months Ended September 30,	
	2020	2021
Cash flows from investing activities		
Purchases of property and equipment	(493)	(218)
Purchases of marketable securities	(1,493)	(1,113)
Purchases of non-marketable equity securities	(10)	(857)
Purchase of notes receivable	(85)	(242)
Proceeds from maturities and sales of marketable securities	801	2,291
Proceeds from sale of non-marketable equity securities	-	500
Proceeds from sale of equity method investments and grant of related call option	-	800
Acquisition of businesses, net of cash acquired	(1,536)	(111)
Return of capital from equity method investee	91	-
Other investing activities	48	17
Net cash provided by (used in) investing activities	(\$2,677)	\$1,067
Cash flows from financing activities		
Issuance of senior notes, net of issuance costs	1,492	1,485
Principal repayment on Careem Notes	(891)	(195)
Principal payments on finance leases	(175)	(166)
Proceeds from the issuance of common stock under the Employee Stock Purchase Plan	82	67
Proceeds from sale of subsidiary preferred stock units	-	125
Other financing activities	(25)	50
Net cash provided by financing activities	\$483	\$1,366
Effect of exchange rate changes on cash and cash equivalents, and restricted cash and cash equivalents	(167)	(45)
Net increase (decrease) in cash and cash equivalents, and restricted cash and cash equivalents	(4,301)	2,050
Cash and cash equivalents, and restricted cash and cash equivalents		
Beginning of period	12,067	7,391
Reclassification from assets held for sale during the period	-	349
End of period	\$7,766	\$9,790

Legacy auto insurance transfer

\$ in Millions

Summary

Overview

- James River (“JR”) returned \$724 million of Collateral held by insurer to trust (presented in restricted cash)
- On September 27, 2021, entered into an LPTA transferring automobile liability insurance risks relating to activity on our platform between 2013 and 2019 from JR to Uber in exchange for payment by JR of \$345M
- In connection with the LPTA, claims currently administered by JR will be transferred to a third-party claims administrator for ongoing handling (the “Transferred Claims”) at our expense
- The liabilities associated with the Transferred Claims were re-evaluated as of September 30, 2021, and adverse development was recognized on certain of those liabilities
- During the third quarter of 2021, we recognized a \$103 million charge in our condensed consolidated statements of operations consisting of the difference between the Premium and the assumed liabilities (including the cost of future claims administration), expenses associated with the LPTA, and the adverse development on the Transferred Claims

Significant cash movements

	Q3’21
Return of collateral	+\$724
Premium received	+\$345
Other transfer related cash impacts during Q3*	(\$41)
Net benefits to cash/restricted cash during Q3	+\$1,028

P&L Impact**

	Q3’21
Cost of revenue	\$101**
General & administrative	\$2**

Business Highlights

Platform Highlights

Segment Details

Condensed Consolidated Financials

Non-GAAP Reconciliations

Adjusted EBITDA Reconciliation (Unaudited)

\$ in Millions

	Three Months Ended				
	Sep 30, '20	Dec 31, '20	Mar 31, '21	Jun 30, '21	Sep 30, '21
Mobility	\$245	\$293	\$298	\$179	\$544
Delivery	(183)	(145)	(200)	(161)	(12)
Freight	(73)	(41)	(29)	(41)	(35)
All Other	(104)	(72)	(11)	-	-
Corporate G&A and Platform R&D	(510)	(489)	(417)	(486)	(489)
Adjusted EBITDA	(\$625)	(\$454)	(\$359)	(\$509)	\$8
Add (deduct):					
Legal, tax, and regulatory reserve changes and settlements	-	92	(551)	(140)	98
Goodwill and asset impairments/loss on sale of assets	(76)	(32)	(57)	-	-
Restructuring and related charges (credits), net	6	14	-	-	-
Mass arbitration fees for supporting Black-owned restaurants	-	-	-	-	(43)
Legacy auto insurance transfer	-	-	-	-	(103)
Gain on lease arrangement	12	-	-	-	-
Acquisition, financing and divestitures related expenses	(14)	(43)	(36)	(26)	(23)
Accelerated lease costs related to cease-use of ROU assets	(80)	(22)	(2)	-	-
COVID-19 response initiatives	(18)	(16)	(26)	(15)	(10)
Depreciation and amortization	(138)	(180)	(212)	(226)	(218)
Stock-based compensation expense	(183)	(236)	(281)	(272)	(281)
Other income (expense), net	151	63	1,710	1,943	(1,832)
Interest expense	(112)	(118)	(115)	(115)	(123)
Loss from equity method investments	(8)	(7)	(8)	(7)	(13)
Provision for (benefit from) income taxes	(23)	(23)	(185)	479	101
Net income (loss) attributable to non-controlling interest, net of tax	19	(6)	14	32	15
Net income (loss) attributable to Uber Technologies, Inc.	(\$1,089)	(\$968)	(\$108)	\$1,144	(\$2,424)

GAAP to Non-GAAP Reconciliations (Unaudited)

\$ in Millions

	Three Months Ended				
	Sept 30, '20	Dec 31, '20	Mar 31, '21	Jun 30, '21	Sept 30, '21
GAAP Cost of Revenue	1,298	1,441	1,710	2,099	2,438
COVID-19 response initiatives	(16)	(13)	(11)	(6)	-
Acquisition, financing, and divestitures related expenses	(1)	-	-	-	(4)
Legacy auto insurance transfer	-	-	-	-	(101)
Non-GAAP Cost of Revenue	\$1,281	\$1,428	\$1,699	\$2,093	\$2,333
Non-GAAP Operating Expenses					
GAAP Operations and support	\$365	\$369	\$423	\$432	\$475
Restructuring and related charges	6	10	-	-	-
Goodwill and asset impairment/loss on sale of assets	(2)	-	-	-	-
COVID-19 response initiatives	-	-	-	(1)	-
Acquisition, financing and divestitures related expenses	(2)	(1)	(3)	(3)	-
Legacy auto insurance transfer	-	-	-	-	(2)
Stock-based compensation	(16)	(20)	(28)	(38)	(42)
Non-GAAP Operations and support	\$351	\$358	\$392	\$390	\$431

Continued:

GAAP to Non-GAAP Reconciliations (Unaudited)

\$ in Millions

	Three Months Ended				
	Sept 30 '20	Dec 31 '20	Mar 31 '21	Jun 30 '21	Sept 30 '21
GAAP Sales and marketing	\$924	\$1,038	\$1,103	\$1,256	\$1,168
Restructuring and related charges	-	1	-	-	-
Acquisition, financing and divestitures related expenses	-	(1)	(3)	(1)	(1)
COVID-19 response initiatives	-	-	(5)	(2)	(2)
Stock-based compensation	(11)	(13)	(22)	(19)	(18)
Non-GAAP Sales and marketing	\$913	\$1,025	\$1,073	\$1,234	\$1,147
GAAP Research and development	\$493	\$483	\$515	\$488	\$493
Restructuring and related charges	-	2	-	-	-
Acquisition, financing and divestitures related expenses	-	(7)	(13)	(5)	(3)
Goodwill and asset impairment/loss on sale of assets	-	-	(42)	-	-
Stock-based compensation	(102)	(136)	(133)	(149)	(152)
Non-GAAP Research and development	\$391	\$342	\$327	\$334	\$338
GAAP General and administrative	\$711	\$531	\$464	\$616	\$625
Legal, tax, and regulatory reserve changes and settlements	-	117	49	(65)	(25)
Goodwill and asset impairment/loss on sale of assets	(74)	(32)	(15)	-	-
Restructuring and related charges	-	1	-	-	-
Acquisition, financing, and divestitures related expenses	(11)	(34)	(17)	(17)	(15)
Accelerated lease costs related to cease-use of ROU assets	(80)	(22)	(2)	-	-
Gain on lease arrangement	12	-	-	-	-
Mass arbitration fees for supporting Black-owned restaurants	-	-	-	-	(43)
Stock-based compensation	(54)	(67)	(98)	(66)	(69)
Non-GAAP General and administrative	\$504	\$494	\$381	\$468	\$473

Reconciliations of Non-GAAP Financial Measures

\$ in Millions

	Three Months Ended				
	Sep 30 '20	Dec 31 '20	Mar 31 '21	Jun 30 '21	Sep 30 '21
Revenue Excluding UK Accrual reconciliation					
Revenue	2,813	3,165	2,903	3,929	4,845
Add back:					
UK Accrual	-	-	600	-	(123)
Revenue Excluding UK Accrual	\$2,813	\$3,165	\$3,503	\$3,929	\$4,722

	Three Months Ended				
	Sep 30 '20	Dec 31 '20	Mar 31 '21	Jun 30 '21	Sep 30 '21
Mobility Revenue Excluding UK Accrual reconciliation					
Mobility Revenue	1,364	1,471	853	1,617	2,205
Add back:					
UK Accrual	-	-	600	-	(123)
Mobility Revenue Excluding UK Accrual	\$1,364	\$1,471	\$1,453	\$1,617	\$2,082

Delivery business model change impact on Cost of Revenue

\$ in Millions

	Three Months Ended				
	Sep 30 '20	Dec 31 '20	Mar 31 '21	Jun 30 '21	Sep 30 '21
Non-GAAP Cost of Revenue	\$1,281	\$1,428	\$1,699	\$2,093	\$2,333
Delivery business model change impact*	\$122	\$176	\$390	\$560	\$697
Non-GAAP Cost of Revenue (% of Gross Bookings)	8.7%	8.3%	8.7%	9.6%	10.1%
Cost of Revenue (excl. Delivery business model change impacts, % of Gross Bookings)	7.9%	7.3%	6.7%	7.0%	7.1%