The following table sets forth the computation of basic and diluted net loss per share attributable to common stockholders (in millions, except share amounts which are reflected in thousands, and per share amounts):

	Three Months Ended March 31,	
	2021	2022
Basic net loss per share:		
Numerator		
Net loss including non-controlling interests	$ (122)	$ (5,918)
Net income (loss) attributable to non-controlling interests, net of tax	(14)	12
Net loss attributable to common stockholders	$ (108)	$ (5,930)
Denominator		
Basic weighted-average common stock outstanding	1,858,525	1,953,989
Basic net loss per share attributable to common stockholders [(1)]	$ (0.06)	$ (3.03)
Diluted net loss per share:		
Numerator		
Net loss attributable to common stockholders	$ (108)	$ (5,930)
Net loss attributable to Freight Holding convertible common shares non-controlling interest, net of tax	—	(13)
Diluted net loss attributable to common stockholders	$ (108)	$ (5,943)
Denominator		
Number of shares used in basic net loss per share computation	1,858,525	1,953,989
Weighted-average effect of potentially dilutive securities:		
Assumed redemption of Freight Holding convertible common shares, non-controlling interest	—	3,742
Diluted weighted-average common stock outstanding	1,858,525	1,957,731
Diluted net loss per share attributable to common stockholders [(1)]	$ (0.06)	$ (3.04)

(1) Per share amounts are calculated using unrounded numbers and therefore may not recalculate.

The following potentially dilutive outstanding securities were excluded from the computation of diluted net loss per share because their effect would have been anti-dilutive for the periods presented, or issuance of such shares is contingent upon the satisfaction of certain conditions which were not satisfied by the end of the period (in thousands):

	As of March 31,	
	2021	2022
Freight Holdings contingently redeemable preferred stock	13,586	12,377
Convertible notes	22,013	18,503
RSUs	82,146	116,955
Stock options	26,073	23,587
Common stock subject to repurchase	28	3,767
Shares committed under ESPP	2,084	3,361
Warrants to purchase common stock	126	73
Total	146,056	178,623

Note 11 – Segment Information and Geographic Information

We determine our operating segments based on how the chief operating decision maker ("CODM") manages the business, allocates resources, makes operating decisions and evaluates operating performance.

As of the first quarter of 2022, our three operating and reportable segments are as follows:

Segment	Description
Mobility	Mobility products connect consumers with Drivers who provide rides in a variety of vehicles, such as cars, auto rickshaws, motorbikes, minibuses, or taxis. Mobility also includes activity related to our Financial Partnerships and Transit offerings.
Delivery	Delivery offerings allow consumers to search for and discover local restaurants, order a meal, and either pick-up at the restaurant or have the meal delivered. In certain markets, Delivery also includes offerings for grocery, alcohol and convenience store delivery as well as select other goods.
Freight	Freight connects carriers with shippers on our platform, and gives carriers upfront, transparent pricing and the ability to book a shipment. Freight also includes transportation management and other logistics services offerings.

For information about how our reportable segments derive revenue, refer to Note 2 – Revenue. Our segment operating performance measure is segment adjusted EBITDA. The CODM does not evaluate operating segments using asset information and, accordingly, we do not report asset information by segment. Segment adjusted EBITDA is defined as revenue less the following expenses: cost of revenue, operations and support, sales and marketing, and general and administrative and research and development expenses associated with our segments. Segment adjusted EBITDA also excludes non-cash items or items that management does not believe are reflective of our ongoing core operations (as shown in the table below). The following table provides information about our segments and a reconciliation of the total segment adjusted EBITDA to loss from operations (in millions):

	Three Months Ended March 31,	
	2021	2022
Segment adjusted EBITDA:		
Mobility	$ 298	$ 618
Delivery	(200)	30
Freight	(29)	2
All Other	(11)	—
Total segment adjusted EBITDA	58	650
Reconciling items:		
Corporate G&A and Platform R&D [(1), (2)]	(417)	(482)
Depreciation and amortization	(212)	(254)
Stock-based compensation expense	(281)	(359)
Legal, tax, and regulatory reserve changes and settlements	(551)	—
Goodwill and asset impairments/loss on sale of assets	(57)	(13)
Acquisition, financing and divestitures related expenses	(36)	(14)
Accelerated lease costs related to cease-use of ROU assets	(2)	—
COVID-19 response initiatives	(26)	(1)
Loss on lease arrangements, net	—	(7)
Restructuring and related charges	—	(2)
Loss from operations	$ (1,524)	$ (482)

(1) Excluding stock-based compensation expense.

(2) Includes costs that are not directly attributable to our reportable segments. Corporate G&A also includes certain shared costs such as finance, accounting, tax, human resources, information technology and legal costs. Platform R&D also includes mapping and payment technologies and support and development of the internal technology infrastructure. Our allocation methodology is periodically evaluated and may change.

Geographic Information

Revenue by geography is based on where the trip or shipment was completed or meal delivered. The following table sets forth revenue by geographic area (in millions):

	Three Months Ended March 31,	
	2021	2022
United States	$ 1,683	$ 4,197
All other countries	1,220	2,657
Total revenue	$ 2,903	$ 6,854

Revenue grouped by offerings and geographical region is included in Note 2 – Revenue.

Note 12 – Commitments and Contingencies

Contingencies

From time to time, we are a party to various claims, non-income tax audits and litigation in the normal course of business. As of December 31, 2021 and March 31, 2022, we had recorded aggregate liabilities of $2.2 billion and $2.1 billion, respectively, of which $1.3 billion and $1.3 billion relate to non-income tax matters, respectively, in accrued and other current liabilities on the condensed consolidated balance sheets for all of our legal, regulatory and non-income tax matters that were probable and reasonably estimable.

We are currently party to various legal and regulatory matters that have arisen in the normal course of business and include, among others, alleged independent contractor misclassification claims, Fair Credit Reporting Act ("FCRA") claims, alleged background check violations, pricing and advertising claims, unfair competition claims, intellectual property claims, employment discrimination and other employment-related claims, Telephone Consumer Protection Act ("TCPA") claims, Americans with Disabilities Act ("ADA") claims, data and privacy claims, securities claims, antitrust claims, challenges to regulations, and other matters. We have existing litigation, including class actions, Private Attorney General Act lawsuits, arbitration claims, and governmental administrative and audit proceedings, asserting claims by or on behalf of Drivers that Drivers are misclassified as independent contractors. In connection with the enactment of California State Assembly Bill 5 ("AB5"), we have received and expect to continue to receive - in California and in other jurisdictions - an increased number of misclassification claims. With respect to our outstanding legal and regulatory matters, based on our current knowledge, we believe that the ultimate amount or range of reasonably possible loss will not, either individually or in the aggregate, have a material adverse effect on our business, financial position, results of operations, or cash flows. The outcome of such legal matters is inherently unpredictable and subject to significant uncertainties. If one or more of these matters were resolved against us for amounts in excess of management's expectations, our results of operations, financial condition or cash flows could be materially adversely affected.

Driver Classification

California Attorney General Lawsuit

In January 2020, AB5 went into effect. AB5 codifies a test to determine whether a worker is an employee under California law. The test is referred to as the "ABC" test, and was originally handed down by the California Supreme Court in Dynamex Operations v. Superior Court in 2018. Under the ABC test, workers performing services for a hiring entity are considered employees unless the hiring entity can demonstrate three things: the worker (A) is free from the hiring entity's control, (B) performs work that is outside the usual course of the hiring entity's business, and (C) customarily engages in the independent trade, work or type of business performed for the hiring entity.

On May 5, 2020, the California Attorney General, in conjunction with the city attorneys for San Francisco, Los Angeles and San Diego, filed a complaint in San Francisco Superior Court against Uber and Lyft, Inc. ("Lyft"). The complaint alleges drivers are misclassified, and seeks an injunction and monetary damages related to the alleged competitive advantage caused by the alleged misclassification of drivers.

On August 10, 2020, the Court issued a preliminary injunction order, prohibiting us from classifying drivers as independent contractors and from violating various wage and hour laws. The injunction was stayed pending appeal. On October 22, 2020, the Court of Appeal affirmed the lower court's ruling, and we filed a petition for review of the decision with the California Supreme Court. The petition was based upon the passage of Proposition 22 by California voters in November 2020, and requested that the Court of Appeal opinion be vacated because AB5's application to Uber was superseded by Proposition 22.

Proposition 22 was a state ballot initiative that provides a framework for drivers that use platforms like ours to qualify as independent workers. As a result of the passage of Proposition 22, Drivers are able to maintain their status as independent contractors under California law, and we and our competitors are required to comply with the provisions of Proposition 22. Proposition 22 went into effect on December 16, 2020.

The California Supreme Court declined the petition for review on February 10, 2021. The lawsuit was returned to the trial court following the appellate proceedings on February 22, 2021. On April 12, 2021, the California Attorney General, Uber and Lyft filed a