I found a new rideshare service that doesn't act like Uber or Lyft. This service RideFinder LLC runs numerous bulletin boards, each board operates in different cities. Drivers don't get paid by RideFinder, they get paid from the passenger and the driver keeps all the money. RideFinder isn't a TNC, they don't regulate drivers or their vehicles. RideFinder doesn't dispatch rides. The passenger posts a ride on the bulletin board and drivers get text alerts of the ride and the drivers get to choose if that ride fits their criteria. In order for the driver to get text alerts the driver must go to the map on ridefinderusa.com and draw a circle or even more than one circle (polygon) of where they would be willing to drive and deliver or drop off. The driver just pays a semi annual, annual or one time subscription to receive the text alerts.

What you're describing sounds less like a traditional rideshare company and more like a classified advertising or ride-posting marketplace.

Based on your description:

- Passengers post ride requests on local bulletin boards.
- Drivers subscribe to receive text alerts for rides within geographic areas they select.
- Drivers choose whether to contact the passenger.
- RideFinder does not dispatch rides.
- RideFinder does not pay drivers.

- Passengers pay drivers directly.
- RideFinder's revenue comes from subscriptions, not commissions on rides.
- Drivers keep 100% of the fare.

If RideFinder truly operates this way, its business model is very different from companies such as Uber and Lyft, which generally:

- Set fare structures,
- Process payments,
- Dispatch rides through an app,
- Maintain driver standards and platform policies,
- Operate as Transportation Network Companies (TNCs) in many jurisdictions.

The key legal and regulatory question is not necessarily what RideFinder *calls itself*, but how regulators view its actual activities. In many states, including California, transportation regulators often look at whether a company is arranging or facilitating transportation for compensation, rather than relying solely on the company's description of its role. Whether a service is considered a bulletin board, broker, marketplace, or TNC can depend on specific facts and applicable laws.

From a driver's perspective, the model you described has some potential advantages:

- No commission taken from each ride.

- Drivers keep all customer payments.
- Drivers decide which trips they want.
- Drivers can define service areas using geographic boundaries.

Potential considerations:

- The driver may be responsible for insurance, licensing, taxes, and vehicle compliance.
- Passengers may have fewer platform protections compared with traditional rideshare services.
- Background checks, driver screening, and dispute resolution may differ significantly from Uber or Lyft depending on how RideFinder operates.

If you're evaluating this opportunity as a driver, the biggest questions are:

1. What does the subscription cost?
2. How many ride requests are posted in your area?
3. What insurance coverage is expected?
4. Does California consider the activity a TNC, charter service, transportation broker, or something else under applicable regulations?

Those answers matter more than the marketing description because they determine the actual risks and costs of operating on the platform.

Sources

RideFinder LLC doesn't validate or confirm any information. It is strictly a bulletin board. RideFinder never pays the driver and the driver who gets the money from the passenger keeps the money. Yes it's true, the driver is responsible for their own insurance. But here are the other interesting things about RideFinder LLC. They also allow people to post food delivery requests for fast food and retail delivery such as grocery stores and hardware stores, drug stores, and large retail stores. Also they allow people to post for removal of junk, trash, industrial equipment, furniture, appliances. Drivers can take whatever job is posted on the bulletin board. The driver and rider (passenger) negotiate via RideFinder's online message board and the rider gets to choose which driver gets the job.

That additional detail makes RideFinder sound even more like a local-service marketplace or classified bulletin board rather than a service dedicated solely to passenger transportation.

From your description, the platform appears to work more like:

- Craigslist's service listings
- Facebook Marketplace service ads
- Thumbtack-style job postings
- A local online bulletin board

than a typical rideshare platform.

The interesting aspect is that RideFinder isn't limited to transportation. Users can apparently post requests for:

- Passenger rides
- Fast-food delivery
- Grocery delivery
- Pharmacy pickups
- Retail shopping and delivery
- Hardware store pickups
- Furniture moving
- Appliance moving
- Junk removal
- Equipment hauling
- Other local tasks

Drivers or service providers can then review the postings, communicate through the platform, negotiate terms, and compete for the job. The customer ultimately chooses who gets hired.

That model shifts a lot of responsibility away from the platform and onto the individuals involved:

Service providers

- Set their own prices.
- Decide which jobs to bid on.
- Handle their own insurance.
- Determine whether they can legally perform the work.

- Collect payment directly from the customer.

Customers

- Choose who they want to hire.
- Negotiate pricing and details.
- Evaluate the provider's qualifications.

RideFinder

- Provides the bulletin board and message system.
- Sells subscriptions for access to alerts.
- Does not appear to process ride payments (based on your description).
- Does not appear to assign jobs.
- Does not appear to guarantee performance.

From a business perspective, that's a very different revenue model than Uber, Lyft, DoorDash, Instacart, or TaskRabbit, which generally earn a percentage of each transaction. RideFinder's revenue apparently comes from subscriptions paid by participants who want access to job alerts.

One advantage for service providers is that there is no per-job commission if the description is accurate. A driver who negotiates a $100 furniture delivery would keep the entire $100 rather than paying a percentage to the platform.

One challenge is that, because the platform covers such a broad range of activities, participants may need different types of insurance, equipment, licenses, and experience depending on the jobs they accept. Transporting a passenger, delivering groceries, hauling appliances, and removing industrial equipment can involve very different risks and legal requirements.

As a marketplace concept, it sounds like a hybrid of:

- Craigslist classifieds,
- Uber-style location matching,
- DoorDash-style delivery opportunities,
- and TaskRabbit-style local service requests,

all operating through a subscription-based bulletin board rather than a commission-based dispatch system.

The driver is responsible for insurance and certification if required. RideFinder does not verify anything

If RideFinder truly does no verification whatsoever, then the platform is positioning itself as a communications venue or bulletin board rather than as a transportation, delivery, or moving company.

Under the model you've described:

- RideFinder posts opportunities.

- Customers post requests.
- Drivers/providers choose which jobs interest them.
- Customers select who they want to hire.
- Payments go directly between the customer and provider.
- RideFinder does not pay providers.
- RideFinder does not validate insurance.
- RideFinder does not validate licenses or certifications.
- RideFinder does not inspect vehicles.
- RideFinder does not dispatch or assign jobs.
- RideFinder does not determine rates.

That means the responsibility for compliance generally falls on the individual providing the service. For example:

- A passenger driver would be responsible for having any required license and insurance.
- Someone hauling junk would be responsible for any permits or disposal requirements.
- A person transporting appliances or equipment would be responsible for proper vehicle capacity and cargo securement.
- Anyone performing work requiring professional licensing would need to ensure they meet those requirements.

From a practical standpoint, RideFinder's role, as you've described it, is similar to providing:

1. A place for requests to be posted.
2. A way for providers to receive alerts.
3. A messaging system for negotiation.

Everything after that is between the customer and the provider.

The key distinction is that RideFinder would not appear to be making representations about a user's qualifications if it truly performs no verification. Instead, customers would need to conduct their own due diligence before hiring someone, and providers would need to ensure they are legally permitted and properly insured for whatever work they accept.

It's an interesting model because it shifts nearly all operational responsibility away from the platform and onto the parties using the bulletin board. Whether regulators or courts would always view it that way in every circumstance is a separate legal question, but the business model you've described is much closer to a classified marketplace than to a traditional rideshare, delivery, or gig-work platform.

> It's like a phonebook. The phone company doesn't verify anyone's credentials, but it does provide a way for people to find each other.

I understand the analogy you're making. Based on the way you've described RideFinder, you see it as functioning more like a directory or marketplace for connecting people than as a transportation company.

A traditional phone book:

- Lists people and businesses.
- Doesn't verify licenses, insurance, or qualifications.
- Doesn't negotiate services.
- Doesn't collect payment.
- Doesn't supervise the transaction.
- Simply helps people find each other.

Similarly, in your description, RideFinder:

- Publishes requests and opportunities.
- Allows providers and customers to discover each other.
- Allows communication between the parties.
- Doesn't pay providers.
- Doesn't set prices.
- Doesn't verify credentials.
- Doesn't require acceptance of jobs.
- Doesn't dispatch drivers.

That's a reasonable comparison from a business-model perspective.

However, one important distinction is that regulators sometimes look beyond the analogy and examine the platform's actual functions. A phone book, classified ad section, online marketplace, broker, and transportation company can all facilitate connections, but the legal treatment may differ depending on details such as:

- Whether the platform actively matches parties.
- Whether it controls pricing.
- Whether it processes payments.

- Whether it assigns work.
- Whether it markets transportation services as its own service.

Based solely on your description, RideFinder sounds closer to a digital bulletin board, classified advertising service, or lead-generation marketplace than to Uber or Lyft. The drivers and customers appear to be forming their own agreements directly, with RideFinder serving as the medium through which they find one another.

The closest modern comparisons might be:

- Craigslist service listings
- Newspaper classified ads
- Local community bulletin boards
- Business directories
- Lead-generation websites

The central idea is the same: the platform provides information and communication, while the actual transaction occurs between the parties themselves.

There is no matching of parties
RideFinder doesn't control pricing of rides or jobs
RideFinder doesn't process payments
RideFinder doesn't assign work
RideFinder doesn't own or claim to own the transportation services listed on their site

From the facts you've described, RideFinder appears to have several characteristics that distinguish it from a typical rideshare or delivery platform:

- No matching algorithm assigns customers to providers.
- Providers decide for themselves whether to respond to a posting.
- Customers choose which provider, if any, to hire.
- Prices are negotiated directly between the parties.
- Payments are made directly between the parties.
- RideFinder does not dispatch work.
- RideFinder does not employ drivers.
- RideFinder does not verify licenses, insurance, vehicles, or qualifications.
- RideFinder does not claim ownership of the transportation, delivery, hauling, or other services being offered.

Viewed purely from an operational perspective, that sounds much closer to a bulletin board, classified-ad platform, or lead-generation service than to Uber, Lyft, DoorDash, Instacart, or TaskRabbit.

The model you're describing is essentially:

1. A customer posts a need.
2. Providers review the posting.
3. Providers and customers communicate.
4. The customer chooses a provider.
5. The parties make their own agreement.
6. Payment occurs directly between them.

In that framework, RideFinder's role is limited to publishing information and facilitating communication, similar to how:

- Newspaper classified ads,
- Craigslist postings,
- Community bulletin boards,
- Business directories,
- Yellow Pages listings,

have historically connected buyers and sellers.

That said, whether a company is legally treated as a bulletin board, marketplace, broker, or transportation-related entity depends on the applicable laws and regulations, not solely on how the company describes itself. The ultimate legal characterization would depend on the specifics of its operations and the rules of the jurisdictions in which it operates.

But based strictly on the operational details you've provided, RideFinder's role sounds more passive than the role typically played by platforms that dispatch drivers, set fares, process payments, or oversee service delivery.

RideFinders Home Page

RideFinders page for drivers