GigOdo

The State of Gig Work 2026

What app drivers actually earn, what it really costs, the platforms worth your windshield time - including the ones almost nobody talks about - and the tax year that changes the math.

9 major platforms | 8 truck & van apps | 20+ under-the-radar gigs | Every number sourced

$21.74/hr
The best median in gig driving belongs to Walmart Spark - not Uber

76¢/mi
The IRS just raised the mileage rate mid-year - every logged mile is worth more

+33.2%
Platform fee growth in 2025, while driver pay rose 4% - the squeeze, measured

gigodo.app
Published July 2026 · Figures verified against primary sources July 2026

Free report · share it with your crew

What's inside

How to read this report

Gig platforms publish ceilings ("earn up to $30/hr"); drivers live on medians. Wherever possible we use one independent yardstick - **Gridwise's 2025 telemetry across 500,000+ tracked drivers, published April 2026** - so platforms can be compared on the same method, and we label every marketing claim as a claim. Platform policies, prices, and pay models were verified against official pages in July 2026; they change fast, so treat specifics as a snapshot. Nothing here is tax or legal advice.

Why a mileage-tracker company wrote this

GigOdo exists for one idea: a driver's own numbers beat everyone else's claims. This report is the industry-level version of what the app does personally - replace "up to" with measured. GigOdo is free, tracks automatically, and never asks for a platform login. **gigodo.app**

EXECUTIVE SUMMARY

2026 in six numbers

Gig driving in 2026 is bigger, more measured, and more squeezed than it has ever been. Riders and eaters are paying more, platforms are keeping more, robotaxis went from demo to dispatch - and the tax code quietly handed disciplined drivers the best deduction year in gig history.

76¢/mi
New IRS business mileage rate for Jul-Dec 2026 (Announcement 2026-11) - a rare mid-year hike from 72.5¢, driven by gas prices

$21.74/hr
Best median in gig driving - Walmart Spark, per Gridwise's 2025 telemetry. DoorDash sits at $11.26: a 2x spread for the same hour

+33.2%
Growth in rideshare platform fees per trip in 2025 - while driver pay per trip rose 3.6% and rider prices rose 9.6% (Gridwise)

~500k
Waymo paid robotaxi rides per week by mid-2026, targeting 1 million weekly by year-end across 11 announced cities

$25,000
Annual tips deduction available to rideshare and delivery drivers, 2025-2028 - if tips are documented separately

$2,000
New 1099-NEC threshold for 2026: millions of part-timers will get no tax form at all, making self-kept records the only records

The five findings that matter

- **Platform choice is worth more than hustle.** The gap between the best and worst median platform ($21.74 vs $11.26/hr) dwarfs anything tipping strategies or zone tricks can recover.
- **The squeeze is real and measurable.** Across 2025, rider prices grew ~3x faster than driver pay; platform fees grew ~9x faster. The margin is moving up the stack.
- **The frontier pays.** Under-the-radar apps - parcel routes like Jitsu and Veho, construction runs on Curri, pet transport on CitizenShipper - have less competition and often better per-hour math than the famous apps (Chapter 7).
- **Robotaxis are a 2027 problem arriving early in six metros.** Where Waymo operates at scale, early data suggests modest driver-pay softness; everywhere else, human drivers still move essentially all of the volume.
- **2026 rewards record-keepers like no year before.** A 76-cent second-half mileage rate, a $25k tips deduction, and vanishing 1099s all point the same direction: the drivers who measure, win.

> **Method in one line:** platform claims are labeled as claims; comparisons use one independent dataset (Gridwise, 500k+ drivers, published April 2026); every figure's source is listed in Chapter 9.

CHAPTER 01

The gig economy in 2026

Start with an honest admission nobody's infographic makes: **the US government still publishes no current count of app-based drivers.** The BLS's last hard number (1.6M "electronically mediated" workers) dates to 2017; its updated survey is only proposed for late 2026. What we know comes from surveys and platform telemetry - and it sketches a workforce that is enormous, part-time-heavy, and increasingly multi-platform.

16%
of US adults have earned money through a gig platform; 7% via app delivery, 5% via rideshare (Pew Research, most recent survey)

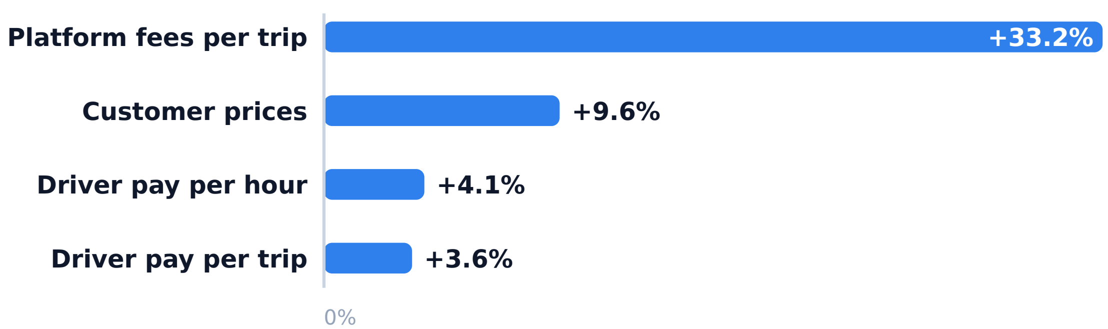
~2M
monthly active US Dashers alone, per DoorDash - one platform's workforce rivals the entire 2017 official gig count

~half
of rideshare drivers run more than one app (Gridwise, Q4 2023 - the last published share; multi-appers out-earn single-app peers)

The year's defining chart: who kept the growth

Change across 2025: rider prices vs platform fees vs driver pay (rideshare)

Gridwise 2026 Annual Gig Mobility Report · December 2024 → December 2025



Rider prices grew ~3x faster than driver pay; platform fees grew ~9x faster. Source: Gridwise Analytics annual report (1B+ tasks, ~$11B tracked earnings).

Delivery pay: off the peak, off the floor

Delivery hourly earnings hit **$14.66 in Q4 2025, up 3.2% year over year** - well below the 2022 peak near $16, well above 2019's ~$10 (Gridwise). Tip mix diverged sharply: the median rideshare tip hit an all-time high ($1.58/trip) while delivery tips per trip ($4.16) sat near record lows - a squeeze delivery drivers feel directly, since tips are roughly half their pay.

Robots, rules, and roll-ups

The robotaxi question, sized honestly

Waymo runs **~500,000 paid rides a week** across seven commercial metros (Phoenix, SF Bay Area, LA, Austin, Atlanta, Miami, Nashville), announced four more in July 2026 (San Diego, Las Vegas, Tampa, Denver), and targets **one million weekly rides by year-end** - with Austin and Atlanta rides dispatched inside the Uber app. Everything else is smaller than the headlines: Tesla's Austin robotaxi ran only a handful of truly unsupervised cars as of spring 2026, and Amazon's Zoox has given 350,000+ rides in Las Vegas - all free, pending federal approval to charge. Early third-party data suggests driver hourly pay softened in the most-saturated robotaxi metros (reports of roughly -7% in SF, -5% in Austin, July 2024 to July 2025) even as Uber and Lyft report growing ride volume in those same cities. The honest 2026 read: **a real earnings headwind in about six metros, statistical noise everywhere else - for now.** Sidewalk robots (Serve, 2,000+ deployed) and drones (Wing, 1M+ lifetime deliveries, now on DoorDash in Atlanta and DFW) are chipping at short-hop food orders next.

500k→1M	**11**	**<10**	**$0**
Waymo weekly paid rides, mid-2026 → year-end target	Waymo metros live or announced as of July 2026	Tesla robotaxis running truly unsupervised in Austin, spring 2026	What Zoox may charge per ride until its federal exemption clears

The rules moved - mostly in drivers' favor

- **NYC:** delivery minimum pay rose to **$22.13/hr** (April 2026, before tips), and grocery apps like Instacart joined the covered list in January.
- **Seattle:** the PayUp minimum-pay law survived rollback attempts - the city's April 2026 review found earnings up and order volume growing - and the 14-day deactivation-notice ordinance was upheld by the Ninth Circuit in March 2026.
- **Portable benefits** went from idea to trend: Utah, Alabama, and Tennessee have laws; DoorDash's Pennsylvania pilot (4% of pre-tip earnings into worker-owned benefit accounts) expanded to Maryland and Georgia; nine more states introduced bills in early 2026.
- **The account-linking crackdown continued:** Lyft's 2025 warnings against third-party apps that log into driver accounts (naming Solo, Gridwise, Mystro and others) reshaped the driver-tools market. Tools that never touch platform credentials sit outside the stated rationale.

Consolidation: your app's owner probably changed

Wonder bought Grubhub for **$650M** in January 2025 - 91% below the $7.3B it fetched in 2021. DoorDash swallowed Deliveroo (**$3.7B**, October 2025) to go global. UPS owns Roadie; IKEA's TaskRabbit absorbed Dolly (now "Taskrabbit Delivery," July 2026); Target owns Shipt; H-E-B owns Favor. The gig economy increasingly has a corporate parent - which has meant steadier apps, and zero pressure toward higher pay.

> **What it means for a driver:** none of these forces reward loyalty to one app. They reward flexibility - and the drivers who know, in numbers, which hours on which platform actually pay.

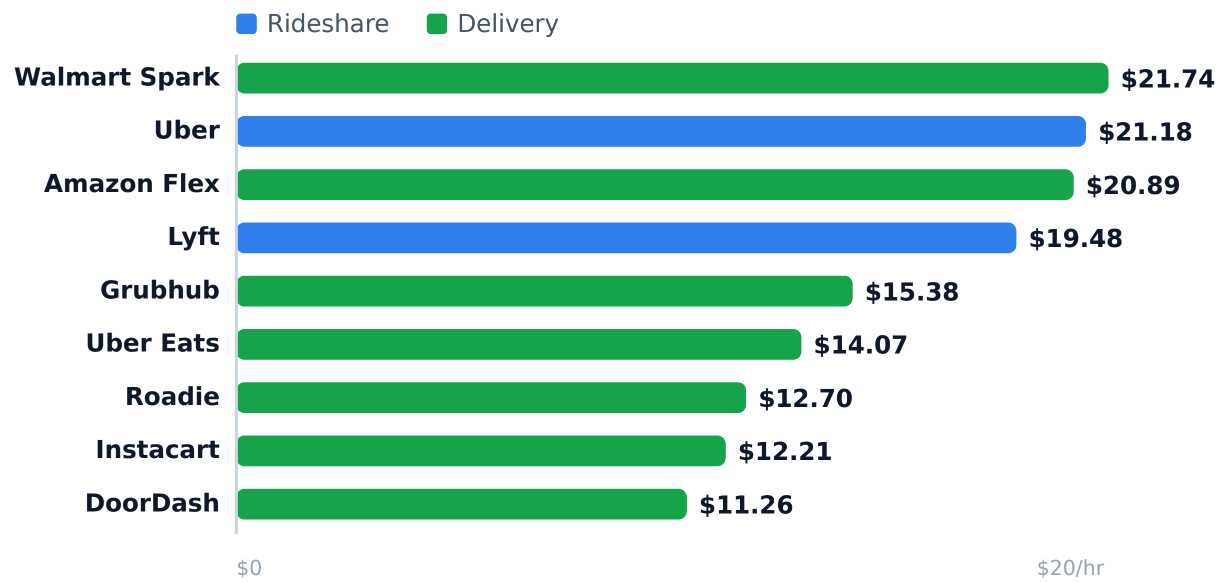
CHAPTER 02

What drivers actually earn

Every platform advertises a ceiling. Only one independent dataset measures all of them the same way: Gridwise's telemetry across 500,000+ tracked US drivers. These are **2025 full-year medians, published April 2026** - median total trip pay per tracked hour, same method for every app.

Median driver earnings per hour, by platform

Gridwise 2025 full-year data (published April 1, 2026) · median total trip pay per tracked hour



Medians across all tracked app-on time - not the "active time" platforms quote. Panel sizes: Uber 66,952 · DoorDash 115,771 · Uber Eats 101,709 · Lyft 31,533 · Instacart 20,538 · Spark 14,666 · Flex 11,633 · Grubhub 7,371 · Roadie 6,725. Source: gridwise.io per-platform reports.

Three things this chart settles

- **Walmart Spark leads the pack** at $21.74/hr median - ahead of Uber rideshare - yet gets a fraction of the attention.
- **The spread is 2x.** The same hour of windshield time pays $21.74 on Spark and $11.26 on DoorDash at the median. Platform choice is the single biggest earnings lever.
- **These are gross.** Gas, wear, and self-employment tax come out of every bar - which is why Chapter 3 exists.

Why platforms quote bigger numbers

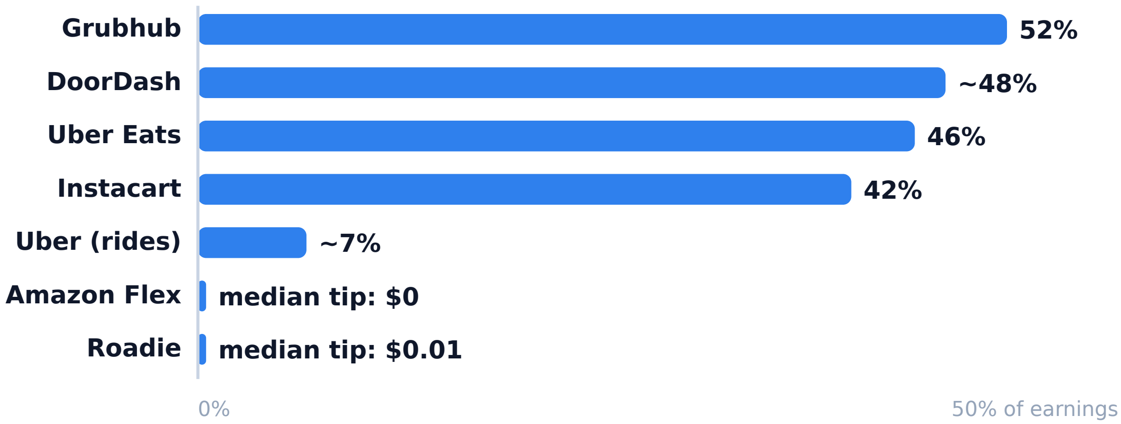
Company figures count only "active time" - engaged on an offer - and often lead with "up to." Gridwise counts the whole tracked hour, waiting included, which is the hour you actually live. Both are real numbers; only one pays your rent. DoorDash's $11.26 median coexists with its $25+/active-hour marketing for exactly this reason.

The tip economy is not one economy

Where your money comes from decides how fragile it is. On food and grocery apps, roughly half of driver income is tips - voluntary, weather-dependent, and baitable. On parcels and rideshare, tips barely exist and the base rate is everything.

Tips as a share of driver earnings, by platform

Gridwise 2025 data, published April 2026



Flex logistics routes and Roadie gigs are effectively untipped; grocery and restaurant delivery run on tips. Source: gridwise.io per-platform reports, April 2026.

Why this matters in 2026 specifically

The new federal **qualified-tips deduction** (2025-2028) lets drivers deduct up to $25,000 a year of voluntary tips - and the IRS final regulations from April 2026 explicitly include rideshare drivers and app-based delivery people. On a tip-heavy platform, that can shelter nearly half your gross. But it only works if your records show tips **separately** from base pay, shift by shift.

The fragility trade

Tip-heavy income swings with weather, neighborhoods, and tip-baiting (Instacart now locks tip reductions after 2 hours and covers zeroed tips up to $10). Untipped platforms are steadier but the platform sets your whole rate. Most top earners run one of each and let the week decide.

> **Tracking tie-in:** a ledger that records tips in their own column, per platform, isn't bookkeeping perfectionism anymore - it's a five-figure deduction's paper trail.

CHAPTER 03

The cost side nobody posts on YouTube

Every bar in Chapter 2 is gross. What you keep depends on a number most drivers never compute: what one mile costs **your** vehicle. AAA publishes the averages - and the spread between vehicles is bigger than the spread between platforms.

55.9¢/mi
AAA all-in cost, small sedan (2025 Your Driving Costs; new-car average, 15k mi/yr)

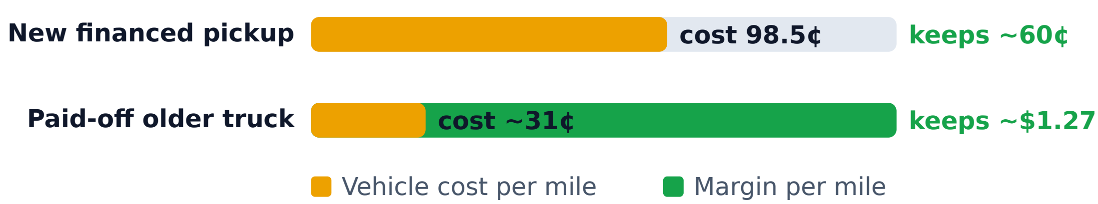
98.5¢/mi
AAA all-in cost, half-ton pickup - the most expensive class AAA measures

~31¢/mi
Rough marginal cost of a paid-off older truck: gas at 19 MPG + AAA-rate maintenance and tires

All-in vs marginal: the distinction that decides careers

AAA's numbers are the **all-in average for a brand-new, financed vehicle** - depreciation and payments do most of the damage. The car already in your driveway doesn't carry those costs per extra mile; its marginal cost is roughly fuel plus upkeep. Same gig, same revenue: at Roadie's measured $1.58/mile, a new financed pickup keeps ~$0.60 a mile; a paid-off truck keeps ~$1.27. **A fourfold difference in take-home, from the vehicle decision alone.** And fixed costs spread with volume - AAA's fleet average falls from $1.00/mile at 10,000 miles a year to $0.66 at 20,000.

What survives from $1.58/mile of revenue
Roadie's measured median revenue per mile vs two vehicle cost profiles (our arithmetic)



Illustration, not a study: AAA 2025 cost classes against Gridwise's Roadie revenue median. Your vehicle lands between - which is the point of measuring it.

Deadhead: the silent halving

A long drop means driving back empty, and every empty mile carries full cost with zero revenue. A gig that grossed $1.60/mile one-way grossed $0.80 round-trip. Multi-appers who backfill return legs with a second platform's offer effectively double their revenue-per-mile on those runs - the strongest practical argument for running more than one app.

The number this chapter is begging you to know

Your real cost per mile isn't AAA's average - it's your tank. Log fill-ups and GigOdo computes your measured cost per mile from gallons bought against miles driven, then prices every trip's fuel automatically. Free, in the app. **gigodo.app/net-earnings**

CHAPTER 04

The 2026 tax year is different

Three big federal changes hit gig drivers at once in 2025-2026 - one raises the value of every logged mile to an all-time high (twice), one can shelter up to $25,000 of tips, and one quietly removes the tax form many part-timers relied on.

76¢/mi
IRS business rate for Jul-Dec 2026 (Announcement 2026-11) - a rare mid-year hike from 72.5¢ as gas spiked. 15,000 miles split across 2026 ≈ an $11,138 deduction.

$25,000
Annual cap on the new qualified-tips deduction (2025-2028). April 2026 final regs include rideshare drivers and app-based delivery.

$2,000
New 1099-NEC threshold for 2026 payments (was $600). Earn less and no form arrives - the tax is still owed.

The year of no 1099s

For 2026 payments, the 1099-NEC threshold jumps to $2,000 and the 1099-K reverts to $20,000 *and* 200 transactions. Translation: millions of part-time drivers will get **no federal tax form at all** for 2026 - while owing tax on every dollar. When no form arrives, your own trip log and earnings ledger aren't supporting documents anymore; they're the only documents. (Platform "annual summaries" don't fill the gap: Walmart tells Spark drivers outright that it provides no mileage summaries, Lyft labels its summary "not an official tax document," and DoorDash's estimate covers on-delivery miles only.)

The tips deduction has homework

Up to $25,000/year of voluntary tips deductible through 2028, phasing out above $150k single / $300k joint. The catch: your records must show tips separately from base pay. A year-end lump sum reconstructed in April is weak; a per-shift ledger with a tips column is exactly what the rule rewards.

The mid-year rate hike (this just happened)

On July 13, 2026 the IRS raised the business rate to **76 cents for miles driven July 1 - December 31, 2026** (Announcement 2026-11, citing fuel prices); 72.5 cents covers the first half. Mid-year hikes are rare - the last was 2022. Consequence: your 2026 log must separate first-half from second-half miles. Dated per-trip records handle the split automatically; a notebook total does not.

Also new, briefly

- **QBI made permanent** at 20%, with a new $400 minimum deduction for active self-employment income from 2026 - most profitable drivers qualify.
- **Car-loan interest deduction** (new Schedule 1-A): tempting, but the mileage rate already embeds vehicle costs - claiming both ways on one vehicle is a double-dip trap. Ask a professional.
- **Self-employment tax is unchanged**: 15.3% on 92.35% of net profit.

> **One rule beats every hack:** IRS Publication 463 wants contemporaneous records - date, miles, destination, purpose, kept at or near the time. An automatic tracker satisfies it by default; a January reconstruction does not. Estimates, not tax advice.

CHAPTER 05

The major platforms, honestly

Nine platforms carry most of American gig driving. For each: the pay model as it works in 2026, the independent median (Gridwise, April 2026), what changed in the last twelve months, and the thing drivers complain about that the sign-up page won't mention.

~2/3
DoorDash's approximate share of US restaurant delivery sales, per third-party trackers (estimates range 56-67%)

~1M
Active US Uber drivers, per industry estimates (Uber publishes no official US-only count)

2M
Monthly active US Dashers, per DoorDash impact reporting - verify against the sign-up crowd in your zone

Uber RIDESHARE

$21.18/hr
Gridwise median, 2025 (66,952 drivers)

~7%
share of income from tips

$29.28+
top 10% per hour

Pay model 2026: upfront fares - you see pay and destination before accepting, computed from base fare, estimated time/distance, pickup distance, and surge. Gridwise pegs typical net after expenses at $15-18/hr.

What changed: Waymo robotaxis now dispatch through the Uber app in Austin and Atlanta; a Delayed Ride Guarantee, higher wait-time fees, and a nationwide rides heatmap shipped for drivers; and a June 2026 study by a Columbia Business School professor argued effective take rates exceed 50% on some drivers - Uber disputes it, citing a ~21% global take rate after insurance costs.

Driver watch-out: pay-per-trip transparency arrived without take-rate transparency - drivers report wildly varying platform cuts per trip. Uber announced no answer to Lyft's fee cap as of July 2026.

Lyft RIDESHARE

$19.48/hr	**$1.76**	**30%**
Gridwise median, 2025 (31,533 drivers)	median gross per mile	new monthly fee cap

Pay model 2026: upfront pay plus streaks and bonuses - and the year's biggest structural change: from May 1, 2026, Lyft caps its total fee at 30% of what riders pay each month, with monthly true-up payouts. It replaced the weekly "70% earnings commitment" (Lyft says its average fee runs ~14%).

What changed: the fee cap itself - the first hard platform-take ceiling at a major US rideshare company - plus continued fallout from 2025's warnings against third-party apps that link to driver accounts.

Driver watch-out: the cap is computed monthly across all your rides, not per trip - a generous month can still contain ugly individual fares. Your own per-shift log is how you see which hours actually paid.

DoorDash FOOD DELIVERY

$11.26/hr	**~48%**	**$7.44**
Gridwise median, 2025 (115,771 Dashers)	of earnings are tips	median per delivery

Pay model 2026: Earn per Offer (base $2-10+ by time, distance, desirability + Peak Pay + 100% of tips), with an optional Earn by Time mode in many markets - a guaranteed active-hour rate (commonly $14-19/hr per third-party trackers) that only ticks while you're on an accepted offer.

What changed: DoorDash went global - it closed the $3.9B Deliveroo acquisition in October 2025 - while Dashers in big metros report thinner Peak Pay and more competition for offers.

Driver watch-out: the median Dasher hour pays $11.26 across all tracked time - the platform's "$25+/active hour" claims count only engaged minutes. With tips near half of income, a bad-tip night is a bad night, period.

Uber Eats

FOOD + RETAIL DELIVERY

$14.07/hr	**~46%**	**1.70**
Gridwise median, 2025 (101,709 couriers)	of earnings are tips	deliveries per hour (vs DoorDash's 1.51)

Pay model 2026: per-offer base + trip supplements + 100% of tips. The quiet growth story is retail: opt-in Shop and Pay grocery orders and a fast-expanding store catalog (Dollar Tree's ~9,000 stores, FedEx Office and others) pushed Uber's delivery bookings up 22% in 2025.

What changed: more non-restaurant work per shift - which cuts both ways: steadier volume, but couriers report Shop and Pay orders underpaying for in-store time.

Driver watch-out: couriers move more orders per hour than Dashers for similar hourly medians - more doorsteps, more miles, more wear per dollar. Watch your per-mile net, not just per-hour.

Grubhub

FOOD DELIVERY

$15.38/hr	**52%**	**$5.33**
Gridwise median, 2025 (7,371 drivers)	of earnings are tips - highest of any food app	median tip per delivery

Pay model 2026: base pay that "accounts for mileage, delivery type, time, and market" + 100% of tips, with Contribution Pay minimums on scheduled blocks in eligible markets and the Partner/Pro/Premier recognition ladder gating block access.

What changed: stability under new ownership - Wonder closed its purchase of Grubhub in January 2025 and nothing driver-facing broke; a nationwide human-review deactivation appeals process (launched August 2025) matured.

Driver watch-out: at 52% tips, Grubhub income is the most tip-fragile in the business - and the most exposed to the new tips deduction's record-keeping requirement. Keep tips in their own column.

Instacart GROCERY SHOPPING + DELIVERY

$12.21/hr	**~42%**	**$2.84**
Gridwise median, 2025 (20,538 shoppers)	of earnings are tips	median gross per mile

Pay model 2026: per-batch pay reflecting "total expected effort" (travel to store and customer, items, weight, shop time) + heavy pay ($2 minimum on 50+ lb batches) + boosts + 100% of tips. No published batch floor since the 2023 cut to ~$4; California runs on Prop 22 minimums instead.

What changed: tip rules tightened in drivers' favor - customers can now cut a tip only within 2 hours of delivery (raising allowed for 14 days), and zeroed tips with no reported issue are covered up to $10.

Driver watch-out: an hour in the aisles earns batch pay but adds zero deductible miles - heavy-shop batches need door-to-door hourly math before you accept, not per-batch math after.

Walmart Spark RETAIL + GROCERY DELIVERY

$21.74/hr	**$2.06**	**$100M**
Gridwise median, 2025 (14,666 drivers) - #1 in this report	median gross per mile	FTC settlement, Feb 2026

Pay model 2026: per-offer pay (shown before accepting) + incentives (lump-sum, tiered, multi-trip guarantees) + 100% of customer-confirmed tips. Offers arrive round-robin ("just for you," timed) or first-come-first-serve to the whole zone. Delivery, shopping, curbside, and returns order types.

What changed: in February 2026 Walmart agreed to a $100 million judgment settling FTC and state charges over how Spark driver earnings were displayed - including allegations of inflated pay screens and tips removed from batched orders. Walmart may no longer adjust pay, incentives, or tips after an offer is accepted.

Driver watch-out: the best median in the report comes with the worst paperwork: Walmart states plainly that it provides drivers **no mileage summaries** - nothing at year end, nothing on the 1099. On Spark, an unlogged mile never existed.

Amazon Flex PARCEL ROUTES

$20.89/hr
Gridwise median, 2025 (11,633 drivers)

$85
median gross per block (~4 hr typical)

$0
median tip - logistics routes are untipped

Pay model 2026: reserved blocks with pay shown upfront - Amazon's official claim is "most delivery partners earn between $18 and $25 per hour," and the Gridwise median lands inside it (net after expenses runs $15-19 per Gridwise estimates). Block types span station logistics (~3-5 hr), Fresh and Whole Foods grocery (~2-4 hr, tipped), and instant offers.

What changed: the misclassification mass-arbitration campaign passed 32,000 individual claims with bellwether cases tried; drivers report block scarcity worsening as headcount grew - the surge-priced 3:30-7:00 AM blocks remain the reliable payers.

Driver watch-out: "tap for hours and never see a block" is the #1 complaint. Flex pays well per block and poorly per week if you can't get blocks - treat it as a portfolio piece, not a plan.

Shipt GROCERY SHOPPING + DELIVERY

Offer Pay
effort-based per-order algorithm

100%
of tips kept

Target
-owned; strongest in Target markets

Pay model 2026: "Offer Pay" prices each order by estimated effort (size, time, mileage) + tips. The Preferred Member system is Shipt's real edge - regulars can request you, letting strong shoppers build a repeat clientele no other major app supports.

What changed: little publicly - which is itself the story. Independent analysis of the last big algorithm change (Coworker.org) found ~41% of shoppers earned less after the switch, and the black-box pricing complaint hasn't gone away.

Driver watch-out: opaque per-offer pricing means your only defense is your own ledger - track per-order pay against time and miles for two weeks before committing your schedule to it.

How to read every pay claim in this chapter: "up to" = ceiling. "Active time" = clock stops between offers. "Average" without a source = marketing. The only number that describes your market is the one you measure in it.

CHAPTER 06

Trucks, vans & big-and-bulky

The gig layer that moves what won't fit in a Corolla: furniture, appliances, lumber, pallets, small moves. Fewer jobs, bigger checks, real equipment expectations - and a heavy business-to-business tilt: Home Depot and Tractor Supply route same-day deliveries through UPS-owned Roadie, Lowe's big items flow through Bungii's network, and Curri exists entirely for construction supply houses. Industry analysts peg US big-and-bulky last-mile at ~7.2% annual growth through 2026.

PLATFORM	NICHE	AGE	VEHICLE	WORTH KNOWING
Roadie (UPS)	Retail same-day, parcels to oversized	18	Any car	All 50 states, same-day activation; RoadieXD routes need a cargo van+
Frayt	B2B freight, building supplies	21	Car to 26' box truck, 20 yrs or newer	$40 application fee; box trucks need $1M auto + $100k cargo insurance
Bungii	Retail big-and-bulky (Lowe's via OneRail)	21	Pickup, cargo van, SUV + trailer	Highest lifting bar in the niche (125 lbs commonly cited)
GoShare	Moving, big items, last-mile	18	Sedan to 26' box truck	Pay tiers climb steeply with vehicle class; labor-only role exists
Taskrabbit Delivery (ex-Dolly)	Moving help + retail delivery	18	Pickup, van, box truck, SUV + trailer	Dolly rebranded July 7, 2026; 75 lb lift; no-vehicle "Hands" role
Curri	Construction materials	18	Broadest fleet: sedans to flatbeds	Official waitlist - activated when your area has demand
Lugg	On-demand moving, store delivery	18	Pickup (6' bed) to Box+, 2001+	100+ lb lift test; you supply blankets, straps, dolly
Dispatch	B2B parts + materials	23	Car (240 lb loads) to 26' box truck	Wants commercial insurance "ideally"; provides occupational accident coverage

Requirements from each platform's official driver pages, checked July 2026; all eight run background checks. Rules vary by market - verify at signup.

Three patterns in that table

- **You can start with the car in your driveway.** Roadie takes any vehicle and Curri welcomes sedans - the niche has an on-ramp that doesn't require buying a truck.
- **The truck apps gate harder:** higher minimum ages, vehicle-year cutoffs, equipment lists, and lift tests. This is light freight, not burrito drops.
- **Availability is not universal:** Roadie covers all 50 states, but Curri runs a waitlist and Frayt and Dispatch recruit market by market. Apply before you plan a week around any of them.

Claimed pay vs the one measured number

Almost every pay figure in this niche is a marketing claim - ceilings ("up to") or unaudited averages. Exactly one platform has independent measured data. Both kinds are below, labeled honestly.

PLATFORM	PUBLISHED PAY CLAIM	LANGUAGE
GoShare	Courier (sedan) up to $46/hr · pickup up to $60 · cargo van up to $105 · box truck up to $188/hr	"up to" - ceilings
Lugg	Helper $18 · pickup $28 · van $32 · XL $37 · box $42 · Box+ $47/hr	stated averages
Bungii	"Delivery Pros earn up to $45/hour"	"up to" - ceiling
Frayt	"average of $20-$30 per hour" + tips; rates include loading up to 250 lbs	stated average
Taskrabbit Delivery	Marketing cites ~$50/hr helper averages; structure unchanged from Dolly	marketing claim
Roadie	"Up to $12 per local trip"; RoadieXD blocks "at least $108" for 4-7 hours	mixed
Curri	No dollar figures published - offers show pay before you accept	-

Official platform driver pages and app listings, July 2026. "Up to" means the top of the range, not what a typical driver earns.

The measured reality check: Gridwise telemetry from 6,725 Roadie drivers (2025) shows a median of **$12.70/hour and $1.58/mile**, top 10% at $20.49/hr - and a median tip of one cent. The lesson isn't that claims are lies; it's that the spread is enormous, and vehicle class, market, and gig selection decide where you land.

The two rules of truck economics

Rule one: a new truck must out-earn its own 98.5 cents a mile (AAA's all-in cost, financed half-ton); the truck in your driveway only has to out-earn gas and upkeep - roughly 31 cents (see Chapter 3's margin math). **Rule two: deadhead halves everything** - a long drop grossing $1.60/mile one-way grossed $0.80 round-trip. Start with the vehicle you own; let two weeks of measured net per mile price the upgrade.

The insurance sentence that saves savings accounts

The Insurance Information Institute is unambiguous: **personal auto policies will not cover commercial use** - and delivering goods is exactly that. Platform requirements run from state-minimum (Frayt cars) to $1M + $100k cargo (Frayt box trucks). Price a commercial or delivery endorsement before your first gig, not after your first claim.

Per-mile is the whole game here

Big-and-bulky lives on revenue per mile minus cost per mile, deadhead included. GigOdo tracks every leg automatically and shows net $/hr and $/mi per platform. Free. **gigodo.app**

CHAPTER 07

Under the radar

The famous apps have the most drivers competing for the same offers. The quiet layer below them - regional parcel carriers, B2B routes, specialty transport - often has better math precisely because nobody's YouTube algorithm pushes it. Every app in this chapter was verified **alive and onboarding in July 2026**; the graveyard of apps that still get recommended online is at the end.

Parcel routes: the scheduled-shift secret

These carriers deliver packages for brands and regional shippers. Instead of chasing pings, you **book a route in advance** - a known start time, a known payout. It's the closest thing in gig work to a shift you control.

Jitsu ALIVE · ~23 METROS

Last-mile parcel routes (formerly AxleHire) - you pre-book scheduled delivery "tickets" rather than waiting on offers. **Pay shown per route before booking; no public rate card - third-party estimates run ~$25/hr.** 21+, own vehicle. Seattle, LA, SF, NYC, Chicago, Dallas, Houston, DC and more, with a Midwest expansion under way. Driver reports: earnings hinge on which routes you can grab, so route-drop timing is the skill.

Veho ALIVE · ~42 CITIES

Claim-a-route package delivery: pick a route in the app, load at a Veho station, deliver. **Official claim: $20-26/hr average, paid per completed route.** 25+, mid-size sedan or larger; pickup beds need hard covers. Driver reports of route payouts adjusting after acceptance - screenshot every accepted route.

SpeedX ALIVE · EXPANDING FAST

NY-based parcel carrier expanding nationally alongside Veho and Jitsu, per logistics trade press. **Weekly full-time pay claims of $1,000-1,500 circulate; unaudited - treat as marketing.** Signup at speedx.io. New enough that route supply varies week to week.

Metrobi ALIVE · 14 MARKETS

Route-based B2B delivery for local businesses - bakeries, florists, wholesalers. Businesses set the job pay; **Metrobi takes 0% commission from drivers (claims "up to $1,200/week" - a marketing ceiling).** 21+, vans/SUVs preferred, no rentals. Atlanta, Boston, Chicago, Dallas, Denver, Houston, LA, NYC, DC and more.

Trellus ALIVE · LONG ISLAND, NY

Same-day local parcel delivery for independent retailers, Nassau + western Suffolk only. **Drivers keep 80% of each delivery fee, next-day direct deposit.** 18+, own car, packages only. The template for a breed worth watching: hyper-local carriers that pay a clean revenue split.

> **Why route work changes the math:** a pre-booked route has near-zero unpaid waiting - the killer of per-hour numbers on offer-based apps. The trade: you're committed once booked, and the route's miles are the route's miles. Know your per-mile cost before you judge a route's price.

Specialty loads: less glamour, less competition

Curri ALIVE · NATIONWIDE (WAITLIST)

Construction and building-materials delivery for supply houses - sedan to flatbed. **Mileage- and vehicle-based pay; secondary sources report ~$1.50-1.75/mile, extra for load/unload.** The well-paid work skews to trucks and flatbeds; sedan drivers report sparse volume. Activation waits on local demand.

Medzoomer ALIVE · VERIFY YOUR METRO

Pharmacy and medication courier runs - scheduled and on-demand. **Per-delivery, distance-based, 24-hour payouts; driver-reported rates vary widely (a common report: ~$6 under 10 miles, then ~$1/mile).** Recurring driver complaints about pay-vs-miles disputes - log every run independently.

Dropoff ALIVE · B2B METROS

B2B same-day courier (medical, legal, retail) hiring 1099 drivers with scheduled availability windows. **Aggregator average ~$20.61/hr.** More structure than open gig apps: you commit to windows, they commit to volume.

PartRunner ALIVE · LIMITED METROS

Big-and-bulky parts delivery for trucks and vans. **Job-board estimate ~$26.53/hr.** Small footprint - check the driver portal for your city before planning around it.

CitizenShipper ALIVE · NATIONWIDE MARKETPLACE

Bid marketplace for pet transport (its biggest category), vehicles, and long-haul odd loads - you set per-mile rates and bid. **Company claims $6,000-10,000/month for full-timers - unaudited marketing; typical winning bids run $0.50-1.50/mile per its own blog.** Costs $39.99/month after a free trial, win or lose; pet runs need USDA registration and commercial auto coverage. Long-haul = deadhead risk on the way home; bid round-trip or line up a return load.

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uShip ALIVE · NATIONWIDE MARKETPLACE

The freight/moving/vehicle-transport bid board - couches to boats. **Carriers net the bid minus a variable transaction fee (commonly reported ~20-25%).** Best for van/trailer owners who can bundle multiple shipments per lane.

Gopuff · Favor · Dumpling ALIVE · NICHE MODELS

Gopuff: warehouse-based convenience delivery, upfront per-order pay + tips + Wait Pay in some markets; per-market waitlists. **Favor** (H-E-B): Texas-only, tip-heavy (~$2 base + 100% tips). **Dumpling:** not a gig app but a $29/month platform to run your own grocery business - you bring the clients (usually your best Instacart regulars), they pay in-store prices, you set your fee.

> **Prescriptions without a new app:** ScriptDrop, the big pharmacy-delivery network, doesn't onboard drivers directly - its volume flows through Uber and Roadie. Same for auto-parts chains routing through DoorDash and Roadie. Sometimes the fringe work arrives through an app you already run.

Driving people, filling gaps, and the graveyard

Specialty rideshare: higher bars, better hours

HopSkipDrive ALIVE · 20+ STATES

Scheduled rides for kids and seniors, largely school-district contracted. 21+, **caregiving experience required**, fingerprint checks, 25-60 day onboarding. **Per-ride pay; third-party estimates run well above standard rideshare.** School-run hours, no 2 AM passengers.

Wingz · UZURV · Envoy America · Papa ALIVE

Wingz: pre-scheduled airport + medical rides, rebookable favorite drivers (25+, 2019+ vehicle). **UZURV:** adaptive rides for seniors/disabled riders via transit contracts - stricter vetting, **reportedly ~20-30% above standard rideshare**, but only where your agency has a contract. **Envoy America:** senior companion-driving, ages 23-70, pay shown per trip. **Papa:** health-plan-funded companionship visits with errand driving - **$13-19/hr base + $0.45/mile**; volume tracks Medicare Advantage benefits, which tightened since 2024.

Empower CAUTION

Subscription rideshare - drivers keep 100% of fares, pay a monthly fee. Its DC model survives on a court-blessed free-ride loophole after years of fines; one ruling away from shutdown. Miami expansion announced.

Dead time, filled

Shift apps - Instawork (company-claimed $20+/hr avg), Wonolo, Qwick (pays ~30 min after shift), Traba - sell empty afternoons to warehouses and venues. Tax trap: many shifts are W-2, and that drive is **commuting - generally not deductible**. **Micro-tasks** - Field Agent and Observa ($3-25/store audit) pay for stops you pass anyway; Gigwalk is functionally empty now. **Car wraps** - Carvertise ($100/mo base, ~$500 max) and Wrapify (~$180-450/mo) are legit and heavily impersonated: the FTC documents a fake-check scam using both names. Real wrap firms never mail a check to "pay the installer."

The graveyard: still recommended online, definitely dead

APP	FATE	WHAT REPLACED IT
Point Pickup	Ceased operations March 2024 owing $60M+	Spark absorbed the Walmart work
Postmates Fleet	Driver app killed Aug 2021 (consumer app survives - hence the zombie advice)	Uber Eats
Drizly	Shut by Uber, March 2024	Uber Eats alcohol orders
Getaround (US)	US carsharing wound down through 2025	Turo (host earnings are company-claimed)
HyreCar	Bankrupt 2023; domain now parked	Platform rental programs
Getir / Gorillas / Buyk / Jokr	Rapid-grocery bust, 2022-2024 US exits	Gopuff holds the niche

Verified against shutdown coverage and company statements, July 2026. If a YouTube video recommends one of these, check its upload date.

CHAPTER 08

The multi-app playbook

Roughly half of drivers already run more than one app - and the data keeps showing multi-appers out-earn single-app loyalists. The top decile doesn't work more hours; it allocates hours better. Here's the system, condensed.

1 · Build a three-layer portfolio

An anchor (your best per-hour major - test Spark against your current main; it leads the medians), **a filler** (a second offer app to backfill dead time and deadhead legs), and **a specialist** (one Chapter 6 or 7 app matched to your vehicle - routes if you want scheduled certainty, big-and-bulky if you have the truck, specialty rideshare if you clear the vetting). Two offer apps at once beats three - past that, acceptance-rate penalties and attention costs eat the gain.

2 · Measure one week before you believe anyone - including us

Every number in this report is a median from someone else's market. Run your candidate apps for a week each, log **door-to-door hours, all miles (deadhead included), gross, and tips separately**, and compute net $/hr after your real fuel cost. Two weeks of your own data outranks every chart in this PDF - and it's the only way to catch a market where the "best" platform underperforms.

3 · Prune quarterly

2026's lesson is churn: fee models changed mid-year (Lyft), pay screens got court-ordered honesty (Spark), robotaxis took share in six metros, and whole apps died. Re-test your ranking every quarter; drop the bottom app without sentiment. The platforms feel no loyalty to your hours - the discipline works both ways.

4 · Protect the account you eat with

The 2025-2026 crackdown on third-party tools targeted apps that **log into your platform accounts**. Whatever tools you run, prefer ones with nothing to link and nothing for a platform to detect - your driver account is your income.

5 · Bank the tax year

At the second-half rate of 76 cents, a 1,500-mile month is an $1,140 deduction - but only logged miles count, split-year records are now mandatory, and the $25k tips deduction needs tips in their own column. The IRS standard is contemporaneous records; January reconstructions fail it. Automate the logging and the whole chapter above becomes free money.

> **The one-sentence version:** pick platforms with data, not vibes; measure your own market; keep records the IRS would frame - and let no app own your week.

Everything in this report, automated for your own driving

This report replaced marketing claims with measured numbers. GigOdo does the same thing for your personal driving - free, automatic, and with nothing that touches your platform accounts.

What it does

- **Tracks every working mile automatically** - auto-detect starts when you drive; Home Zone files the trip when you pull back in. No trip caps, ever.
- **Computes your real net $/hour per platform** - gross + tips - fuel from your own fill-ups, ranked. The Chapter 2 chart, built from your market.
- **Keeps tips in their own column** - the $25,000 tips deduction's paper trail, per shift, per platform.
- **Tax-ready records** - dated per-trip logs (the 72.5¢/76¢ split handled by date), CSV export free, CPA report pack with quarterly estimates in Pro.
- **Battery use, measured** - a panel shows GPS minutes, deep-sleep hours, and measured %/hr, so you don't take our word for anything either.

What it never does

- **No platform logins.** GigOdo never asks for your Uber, DoorDash, Lyft, or Spark credentials - there is nothing linked for a platform to flag.
- **No routes in any cloud.** GPS coordinates are discarded on your phone the moment they become distance. Only mile totals exist.
- **No trip caps, no card, no trial clock.** Tracking, the earnings ledger, rankings, and exports are free forever. Pro ($2.99/month founding price) only adds cloud sync, backup, and tax extras.

Start before your next shift

Web app: **app.gigodo.app** (iPhone: Add to Home Screen)
Android APK: **app.gigodo.app/GigOdo.apk**
Feature tour: **gigodo.app/features**

Switching from another tracker?

One-tap CSV import presets for Gridwise, Solo, Everlance, MileIQ, and Stride - plus a generic column-mapper for everything else. Your history stays continuous; files are parsed on your phone and never uploaded. Comparisons, honestly argued: **gigodo.app/vs/gridwise · /vs/solo · /vs/everlance · /vs/mileiq · /vs/stride · /vs/hurdlr · /vs/triplog**

CHAPTER 09

Sources & methodology

Platform facts were verified against official driver pages, help centers, and filings in July 2026; earnings comparisons use Gridwise Analytics' 2025 telemetry (500,000+ US drivers; per-platform reports published April 1, 2026; annual Gig Mobility Report, March 2026). Marketing claims are labeled as claims. Driver-community sentiment is attributed as reports, not fact. Key sources below; full URLs preserved as printed. This report is general information, not tax, legal, or financial advice.

Earnings data

gridwise.io/blog/how-much-do-uber-drivers-make · /how-much-do-doordash-drivers-make · /how-much-do-uber-eats-drivers-make · /how-much-do-lyft-drivers-make · /how-much-do-spark-drivers-make · /how-much-do-instacart-shoppers-make · /how-much-do-amazon-flex-drivers-make · /how-much-do-grubhub-drivers-make · /how-much-do-roadie-drivers-make-1530d · gridwise.io/analytics/2026-annual-gig-mobility-report

Tax (IRS & analysis)

irs.gov Notice 2026-10 (72.5¢ rate) · IRB 2026-29, Announcement 2026-11 (76¢ H2 rate; littler.com, payroll.org, Bloomberg Tax coverage) · irs.gov final regulations on qualified tips (TD 10044) + federalregister.gov 2026-07104 · irs.gov 1099-K FAQ under OBBBA · irs.gov Publication 463 · littler.com + avalara.com on 1099 thresholds · turbotax.intuit.com on the car-loan interest deduction

Platform official pages

uber.com/drive + investor.uber.com · lyft.com/blog (fee cap) · dasher.doordash.com/about/pay + help.doordash.com · driver.grubhub.com · company.instacart.com/shoppers/shopper-earnings · sparkdriverapp.com + Spark help docs · aboutamazon.com (Flex pay claim) · corporate.shipt.com · goshare.co · lugg.com · frayt.com/drivers · curri.com · roadie.com · taskrabbit.com · dispatchit.com

Regulation & market structure

ftc.gov (Walmart Spark $100M settlement, Feb 2026; Amazon Flex tips 2021; car-wrap scam alert) · nyc.gov DCWP (delivery minimum $22.13) · seattle.gov labor standards + Ninth Circuit coverage · sec.gov (DoorDash 10-K/A - Deliveroo; Uber 10-K; Walmart FY26 10-K) · restaurantbusinessonline.com (Wonder-Grubhub $650M) · bloomberglaw.com + about.doordash.com (portable benefits pilots)

Autonomy

waymo.com/waymo-on-uber + Forbes/TechCrunch ridership reporting · techcrunch.com + electrek.co (Tesla Austin) · fortune.com + zoox.com (Zoox Las Vegas) · sec.gov Serve Robotics 8-K · about.doordash.com (Wing drones)

Under-the-radar verification

gojitsu.com/drivers · shipveho.com/drive · speedx.io · metrobi.com/driver · delivery.bytrellus.com · medzoomer.com · dropoff.com · driver.partrunner.com · citizenshipper.com · uship.com · dumpling.us · gopuff help center · run.favordelivery.com · hopskipdrive.com/drive · wingz.me/drivers · uzurv.com · envoyamerica.com · papa.com · driveempower.com + washingtonpost.com (DC ruling) · instawork.com · carvertise.com · wrapify.com · turo.com · supplychaindive.com (Point Pickup; Veho/SpeedX/Jitsu expansion) · techcrunch.com (Getaround, Turo) · cbsnews.com (Drizly)

Costs & workforce

AAA Your Driving Costs 2025 · eia.gov STEO (gas) · bls.gov (insurance CPI; contingent worker supplement status) · coxautoinc.com Manheim index · pewresearch.org State of Gig Work · iii.org (commercial use exclusion) · fueleconomy.gov

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Compiled and published by GigOdo, July 2026. Platforms change policies without notice - verify anything load-bearing against the linked primary source before acting on it. Found an error? support@gigodo.app - corrections ship in the next revision.