What is claimed is:

1. A system for providing automated computer verification for a transportation service, the system comprising: a server in communication with a plurality of driver computing devices associated with a plurality of drivers via a network, wherein the server includes at least one non-transitory computer-readable storage medium with computer-readable instructions stored thereon, and a processor instructed to execute the computer-readable instructions to: receive service request data related to one or more service requests for one or more passengers, wherein the one or more service requests are associated with at least one of a pickup location or a pickup time-location, and at least one of a dropoff location or a dropoff time-location; receive, from the plurality of driver computing devices, real-time driver data comprising at least one of a real-time location data set or a real-time time-location data set associated with the plurality of drivers, wherein the real-time driver data is periodically transmitted from one or more location identifiers associated with the plurality of driver computing devices during performance of the one or more service requests; identify a particular portion of the real-time driver data which does not match at least a corresponding one of the designated pickup location, the designated dropoff location, the designated pickup time-location, or the designated dropoff time-location of the one or more service requests; transmit one or more rejections, to the plurality of driver computing devices, associated with the corresponding one of the designated pickup location, the designated dropoff location, the designated pickup time-location, or the designated dropoff time-location of the one or more service requests, each rejection indicating that a respective driver is not within a first field of acceptability associated with the corresponding one of the designated pickup location, the designated dropoff location, the designated pickup time-location, or the designated dropoff time-location, wherein the first field of acceptability is based on one or more predetermined rules and includes corresponding aggregate data comprising at least one of (i) one or more location data sets corresponding to

the designated pickup location or the designated dropoff location, or (ii) one or more time-location data sets corresponding to at least one of the designated pickup time-location or the designated dropoff time-location, and wherein each rejection prompts the respective driver to: submit respective service request completion relevant data justifying the respective driver not being within the first field of acceptability; store the respective service request completion relevant data on the server; responsive to transmitting a predetermined number of rejections within a predetermined period of time, adjust the first field of acceptability to a second field of acceptability comprising at least the particular portion of the driver data.

2. The system according to claim 1, wherein each rejection transmitted to each respective driver prompts the respective driver to move within the first field of acceptability.

3. The system according to claim 1, wherein each location identifier includes a global positioning system (GPS) receiver and the server includes at least one geographical information system (GIS), and wherein the corresponding aggregate data further includes at least one of (a) GPS data corresponding to one or more geolocations, or (b) time-location data corresponding to one or more geo-locations at particular times or days.

4. The system according to claim 1, further comprising: a passenger module configured to transmit information from a particular passenger confirming completion of a particular service request by a particular driver, wherein the information includes at least one of a signature, a PIN, a passcode, a fingerprint, biometric data, or other means for confirming completion of the particular service request, and wherein the information includes at least a timestamp or location data and is provided at one of a start of the particular service request, during performance of the particular service request, or upon completion of the particular service request.

5. The system according to claim 1, wherein the plurality of driver computing devices include a vendor module in communication with the network for receiving a particular service request, a service provider module in communication with the network for receiving the particular service request from the vendor module, and a driver module in communication with the network for receiving the particular service request from the service provider module, and wherein the driver module includes a particular driver computing device associated with a particular driver.

6. The system according to claim 1, wherein the processor further executes the computer-readable instructions to: receive, by the server, the real-time driver data from at least one of a driver module associated with a particular driver, a passenger module associated with a particular passenger, or both the driver module and the passenger module.

7. The system according to claim 1, wherein each rejection prompts each driver to submit billing relevant data containing evidence of one or more reasons justifying a respective driver not being within the first field of acceptability while attempting to complete the service request, wherein the one or more reasons include at least one of text data, audio data, image data, or video data.

8. The system according to claim 7, wherein at least one of the plurality of driver computing devices includes a geo-aware camera configured to enable the respective driver to capture data for submission to the system as the billing relevant data indicative of a reason for failing to be within the first field of acceptability, wherein the captured data includes one or more geotagged photos having geotag information and timing information to provide the evidence that the respective driver's one or more reasons are legitimate.

9. The system according to claim 7, wherein the processor further executes the

computer-readable instructions to: receive one or more verifications of the billing relevant data from one or more additional drivers having firsthand experience with the billing relevant data through at least one of a plurality of additional computing devices, wherein the firsthand experience is identified as the one or more additional drivers being or having been within a predetermined distance of one or more locations associated with the billing relevant data.

10. The system according to claim 9, wherein the processor further executes the computer-readable instructions to: adjust a billing request to match a respective service request responsive to the billing relevant data reaching a predetermined number of positive ratings within a predetermined period of time.

11. The system according to claim 9, wherein the processor further executes the computer-readable instructions to: reject a billing request responsive to the billing relevant data failing to receive a predetermined number of positive ratings within a predetermined period of time.

12. A system for providing automated computer verification for a transportation service, the system comprising: a server in communication with a plurality of driver computing devices associated with a plurality of drivers via a network, wherein the server includes at least one non-transitory computer-readable storage medium with computer-readable instructions stored thereon, and a processor instructed to execute the computer-readable instructions to: receive service request data related to a service request for a passenger, the service request data including at least one of a designated pickup location or a designated pickup time-location, and at least one of a designated dropoff location or a designated dropoff time-location for the passenger; receive, from a first computing device of the plurality of driver computing devices that is associated with a driver, real-time driver data comprising at least one of a real-time location data set or a real-time time-location data set associated with the driver, wherein the real-time driver data is periodically

transmitted from one or more location identifiers associated with the first computing device during performance of the service request; identify a particular portion of the real-time driver data which does not match at least a corresponding one of the designated pickup location, the designated dropoff location, the designated pickup time-location, or the designated dropoff time-location of the service request; transmit a rejection to the first computing device for not being within a first field of acceptability, wherein the first field of acceptability is based on one or more predetermined rules, and includes corresponding aggregate data comprising at least one of (i) one or more location data sets corresponding to at least one of the designated pickup location or the designated dropoff location, or (ii) one or more time-location data sets corresponding to at least one of the designated pickup time-location or the designated dropoff time-location, and wherein the rejection prompts the driver to submit service request completion relevant data justifying the driver not being within the first field of acceptability; store the service request completion relevant data on the server; transmit for display at least a portion of the service request completion relevant data, via one or more additional computing devices, to one or more additional users having firsthand experience; responsive to receiving, from the one or more additional users, via the one or more additional computing devices, one or more verifications of the service request completion relevant data comprising one or more ratings: adjust the first field of acceptability to a second field of acceptability comprising at least the particular portion of the driver data in response to the one or more ratings reaching a predetermined number of positive ratings within a predetermined period of time.

13. The system according to claim 12, wherein the processor further executes the computer-readable instructions to: adjust the first field of acceptability based on a predetermined number of drivers submitting billing relevant data containing evidence of one or more reasons justifying not being within the field of acceptability.

14. The system according to claim 12, wherein the processor further executes the computer-readable instructions to: determine whether the first field of acceptability needs an adjustment, wherein the adjustment is triggered by collection of a predetermined number of conditional rejections of billing requests; and in response to receiving the predetermined number of conditional rejections of billing requests within a predetermined period of time, adjust the first field of acceptability for the designated pickup location or the designated dropoff location.

15. The system according to claim 12, wherein each location identifier includes a global positioning system (GPS) receiver and the server includes at least one geographical information system (GIS), and wherein the corresponding aggregate data further includes at least one of (a) GPS data corresponding to one or more geolocations, or (b) time-location data corresponding to one or more geo-locations at particular times or days.

16. A method for providing automated computer verification for a transportation service, the method comprising: receiving service request data related to one or more service requests for one or more passengers, wherein the one or more service requests are associated with at least one of a pickup location or a pickup time-location, and at least one of a dropoff location or a dropoff time-location; receiving, from a plurality of driver computing devices associated with a plurality of drivers, real-time driver data comprising at least one of a real-time location data set or a real-time time-location data set associated with the plurality of drivers, wherein the real-time driver data is periodically transmitted from one or more location identifiers associated with the plurality of driver computing devices during performance of the one or more service requests; identifying, by a server computing system, a particular portion of the real-time driver data which does not match at least a corresponding one of the designated pickup location, the designated dropoff location, the designated pickup time-location, or the designated

dropoff time-location of the one or more service requests; transmitting one or more rejections, to the plurality of driver computing devices, associated with the corresponding one of the designated pickup location, the designated dropoff location, the designated pickup time-location, or the designated dropoff time-location of the one or more service requests, each rejection indicating that a respective driver is not within a first field of acceptability associated with the corresponding one of the designated pickup location, the designated dropoff location, the designated pickup time-location, or the designated dropoff time-location, wherein the first field of acceptability is based on one or more predetermined rules and includes corresponding aggregate data comprising at least one of (i) one or more location data sets corresponding to the designated pickup location or the designated dropoff location, or (ii) one or more time-location data sets corresponding to at least one of the designated pickup time-location or the designated dropoff time-location, and wherein each rejection prompts the respective driver to: submitting respective service request completion relevant data justifying the respective driver not being within the first field of acceptability; storing the respective service request completion relevant data on a server; responsive to transmitting a predetermined number of rejections within a predetermined period of time, adjusting the first field of acceptability to a second field of acceptability comprising at least the particular portion of the driver data.

17. The method according to claim 16, wherein each rejection transmitted to each respective driver prompts each respective driver to move within the first field of acceptability.

18. The method according to claim 16, wherein each location identifier includes a global positioning system (GPS) receiver and the server includes at least one geographical information system (GIS), and wherein the corresponding aggregate data further includes at least one of (a) GPS data corresponding to one or more geolocations, or (b) time-location data corresponding to one or more geo-locations

at particular times or days.

19. The method according to claim 16, further comprising: transmitting information from a particular passenger confirming completion of a particular service request by a particular driver, wherein the information includes at least one of a signature, a PIN, a passcode, a fingerprint, biometric data, or other means for confirming completion of the particular service request, and wherein the information includes at least a timestamp or location data and is provided at one of a start of the particular service request, during performance of the particular service request, or upon completion of the particular service request.

20. The method according to claim 16, wherein receiving the real-time driver data comprises receiving the real-time driver data from at least one of a driver module associated with a particular driver, and/or receiving the real-time driver data from a passenger module associated with a particular passenger.

21. The method according to claim 16, wherein each rejection prompts each respective driver to submit billing relevant data containing evidence of one or more reasons justifying each respective driver not being within the first field of acceptability while attempting to complete a service request, wherein the one or more reasons include at least one of text data, audio data, image data, or video data.

22. The method according to claim 21, wherein at least one of the plurality of driver computing devices includes a geo-aware camera configured to enable each respective driver of the plurality of drivers to capture data for submission to the system as billing relevant data indicative of a reason for failing to be within the first field of acceptability, wherein the captured data includes one or more geotagged photos having geotag information and timing information to provide evidence that each respective driver's one or more reasons are legitimate.

23. The method according to claim 21, further comprising: receiving one or more verifications of the billing relevant data from one or more additional drivers having firsthand experience with the billing relevant data through at least one of a plurality of additional computing devices, wherein the firsthand experience is identified as the one or more additional drivers being or having been within a predetermined distance of one or more locations associated with the billing relevant data.

24. The method according to claim 23, further comprising: adjusting a billing request to match a respective service request responsive to the billing relevant data reaching a predetermined number of positive ratings within a predetermined period of time.

25. The method according to claim 23, further comprising: rejecting a billing request responsive to the billing relevant data failing to receive a predetermined number of positive ratings within a predetermined period of time.

26. A method for providing automated computer verification for a transportation service, the method comprising: receiving service request data related to a service request for a passenger, the service request data including at least one of a designated pickup location or a designated pickup time-location, and at least one of a designated dropoff location or a designated dropoff time-location for the passenger; receiving, from a first computing device associated with a particular driver, real-time driver data comprising at least one of a real-time location data set or a real-time time-location data set associated with the particular driver, wherein the real-time driver data is periodically transmitted from one or more location identifiers associated with the first computing device during performance of the service request; identifying, by a server computing system, a particular portion of the real-time driver data which does not match at least a corresponding one of the designated pickup location, the designated dropoff location, the designated pickup

time-location, or the designated dropoff time-location of the service request; transmitting a rejection to the first computing device for not being within a first field of acceptability, wherein the first field of acceptability is based on one or more predetermined rules, and includes corresponding aggregate data comprising at least one of (i) one or more location data sets corresponding to at least one of the designated pickup location or the designated dropoff location, or (ii) one or more time-location data sets corresponding to at least one of the designated pickup time-location or the designated dropoff time-location, and wherein the rejection prompts the particular driver to submit service request completion relevant data justifying the particular driver not being within the first field of acceptability; storing the service request completion relevant data on a server; transmitting for display at least a portion of the service request completion relevant data, via one or more additional computing devices, to one or more additional users having firsthand experience; responsive to receiving, from the one or more additional users, via the one or more additional computing devices, one or more verifications of the service request completion relevant data comprising one or more ratings: adjusting the first field of acceptability to a second field of acceptability comprising at least the particular portion of the driver data in response to the one or more ratings reaching a predetermined number of positive ratings within a predetermined period of time.

27. The method according to claim 26, further comprising: adjusting the first field of acceptability based on a predetermined number of drivers submitting billing relevant data containing evidence of one or more reasons justifying not being within the field of acceptability.

28. The method according to claim 26, further comprising: determining whether the first field of acceptability needs an adjustment, wherein the adjustment is triggered by collection of a predetermined number of conditional rejections of billing requests; and in response to receiving the predetermined number of conditional rejections of billing requests within a predetermined period of time,

adjusting the first field of acceptability for the designated pickup location or the designated dropoff location.

29. The method according to claim 26, wherein each location identifier includes a global positioning system (GPS) receiver and the server includes at least one geographical information system (GIS), and wherein the corresponding aggregate data further includes at least one of (a) GPS data corresponding to one or more geolocations, or (b) time-location data corresponding to one or more geo-locations at particular times or days.