



STAFF REPORT

CITY of YORBA LINDA

PUBLIC WORKS DEPARTMENT

DATE: APRIL 23, 2026

TO: HONORABLE CHAIRMAN AND MEMBERS OF THE TRAFFIC COMMISSION

FROM: JAMIE LAI, P.E., DIRECTOR OF PUBLIC WORKS / CITY ENGINEER
PREPARED BY: TONY WANG, P.E., TRAFFIC ENGINEERING MANAGER

SUBJECT: TRANSPORTATION IMPACT FEE FOR NEW DEVELOPMENT IN THE CITY OF YORBA LINDA

RECOMMENDATION

Receive and file.

SUMMARY

Staff will soon be bringing a Transportation Impact Fee Resolution to the City Council for review, approval and adoption. This updated Traffic Impact Fee is based upon on the 2025–2026 Nexus Study and ensures compliance with State law. The update establishes revised fee rates, maintains a per-dwelling-unit methodology for residential development, and includes annual inflation adjustments to support future transportation improvements.

DISCUSSION

The City of Yorba Linda established its Transportation Impact Fee (TIF) Program in 1993 to fund transportation improvements needed to support new development. The California Mitigation Fee Act requires that such fees be supported by a nexus study and periodically updated. The City has completed the 2025–2026 Transportation Impact Fee Nexus Study, which identifies the transportation improvements required to accommodate future growth and establishes a reasonable relationship between development impacts and the proposed fees.

As shown in Table 1, the maximum development impact fee represents the estimated cost necessary to fund the transportation improvements needed to serve future development. The average transportation impact fee reflects what other Orange County cities are currently collecting, based on a survey of approximately 13 jurisdictions throughout the county. It should be noted that because the City's Transportation Impact Fee has not been updated since 1993, the full cost of these improvements is based off of current construction costs. Accordingly, staff recommends initiating the fee at a reduced level, as reflected in Table 1, for land uses including detached and attached residential units, office, commercial, mobile homes, and private institutional uses, with annual adjustments based on inflation to support

implementation of the transportation improvements identified in the City's Capital Improvement Program.

Table 1

	Existing Transportation Impact Fee ¹	Maximum Transportation Impact Fee ²	Average Transportation Impact Fee ³	Proposed Transportation Impact	Unit
Detached Dwelling	\$600.00	\$8,886.00	\$2,149.12	\$3,000.00	per unit
Attached Dwelling	\$600.00	\$4,799.00	\$1,460.59	\$2,000.00	per unit
Office	\$0.48	\$20.48	\$3.05	\$10.00	Per GSF ⁴
Commercial	\$1.98	\$40.17	\$5.01	\$5.00	per GSF ⁴
Industrial/Manufacturing	\$0.15	\$10.75	\$1.41	\$10.75	per GSF ⁴
Senior Only Apartments		\$822.00	\$415.57	\$822.00	per unit
Mobile Homes		\$5,156.00	\$1,426.83	\$3,000.00	per unit
Commercial Lodging		\$978.00	\$1,583.58	\$978.00	per unit
Private Institutional Uses (private schools, places of worship, etc.)		\$29.40	\$3.81	\$10.00	per GSF ⁴

¹ 1993 Traffic impact Fee Resolution 93-2830

² 2025 Nexus Study

³ Orange County cities transportation impact fee survey (approximately 13 cities)

⁴ Gross square foot

Adoption of the updated TIF Program will ensure compliance with State law and provide a funding source for transportation infrastructure needed to support future development.

FISCAL IMPACT

The proposed Transportation Impact Fee Program will generate revenue to fund transportation infrastructure improvements necessitated by new development. This will reduce reliance on existing City funding sources, including the General Fund, for growth-related capital improvements.

ATTACHMENTS

Attachment 1 - Transportation Impact Fee Nexus Study
