Transportation infrastructure systems form part of the economic backbone of the United States. A resilient transportation system is necessary to prepare for and adapt to changing conditions and withstand and recover rapidly from disruptions.

In a recent study [1], linked resilience to the inverse of vulnerability. Also, vulnerability can be viewed as a component of resilience, or resilience as a function of vulnerability among other factors [2].

**Dimensions:**
- **Technical:** Physical systems and its interconnected components to be serviceable when subjected to extreme events.
- **Organizational:** Refers to the capacity of agencies/organizations to respond to emergencies and carry out critical functions.
- **Social:** Ability to reduce harm or suffer to communities and government jurisdictions, caused by the loss of critical services after an event.
- **Economic:** The ability to reduce both direct and indirect costs caused by events.

**Fundamentals:**
- **Robustness/Fault tolerant:** Restrain damage to transportation asset and provide a capacity to withstand or overcome a given level of stress.
- **Redundancy:** The ability of elements and the entire structural transportation system to be substitutable or hold a backup system capable of satisfying the systems functionality in the event of disruptions.
- **Resourcefulness/Adaptable:** The state at which the system adapts to crises, based on diagnostic and damage awareness technologies.
- **Response & Recovery:** The ability to mobilize quickly to regain normality after a crisis or event, and learn after the events.

**Motivation & Objectives:**
- Transportation infrastructure systems form part of the economic backbone of the United States.
- Transportation infrastructure resilience must be taken in consideration due to the frequent occurrence of extreme hydrometeorological events.
- Comprehend transportation infrastructure resiliency, and its portraying factors.
- Develop a conceptual framework to aid future research to identify, measure and mitigate critical infrastructure in transportation systems.

**Conclusions:**
- The developed framework can be applied to many structural systems in transportation infrastructure.
- Future research is needed to identify other indicators in targeted assets.
- Framework needs to be updated to account the organizational, social and economic aspects of resiliency.

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**References:**