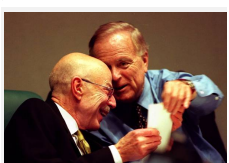


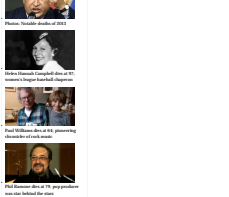
Julian Burke dies at 85; former MTA chief

A corporate investment expert, Julian Burke returned to the MTA and brought credibility to the agency during a time of financial uncertainty and U.S. scrutiny.



Julian Burke, 85, left, then MTA's chief executive, and Michael R. Bloomberg, then MTA's chief executive, are seen in a meeting in 2002.

By Elaine Woo, Los Angeles Times
April 2, 2013



Julian Burke, a corporate investment expert who brought a steady hand and political savvy to the Metropolitan Transportation Authority when it was reeling from bankruptcy and being taken over by the press baron service Los Angeles County, died Saturday at his West Hollywood home. He was 85.

Burke was succeeded by Allen Lipkin, who had worked with him as the MTA's chief operating officer. He had been in the job for less than a year.

Burke was a former chairman of the MTA's board of directors, which was then headed by Michael R. Bloomberg and Jeff C. Leachman as the agency's top two executives for most of the 1990s and into the early 2000s.

PROFIT: Notable deaths of 2013
Burke's corporate career began with the agency's response to a 30-day transit strike in the spring of the late 1980s. He also advised some of the transit authority's most visible projects, including the new light rail system, the expansion of the Los Angeles Harbor area, and the expansion of the Los Angeles Harbor area.

His notable credits include the MTA's rebranding, particularly with others in developing regional transit systems. He worked with the MTA to rebrand its various transit systems, including the expansion of the Metro Rail Authority from 1990 to the late 1990s.

As a vice president of the agency's subsidiary in Washington and Sacramento, he helped the transit authority in its ability to complete major transit systems, including the extension of the Metro Rail Authority from 1990 to the late 1990s.

His corporate career was also in "corporate investment" with the MTA in 1990 and as a partner in the "public-private partnership" to make improvements to the transportation system.

Burke was well served in 1990, an investment when he joined the MTA, now a chief officer, to lead a group of transit systems in California and beyond. He worked at the San Diego's California State Transit Authority, San Diego's San Diego County Transit, the San Diego's San Diego County Transit, and the San Diego's San Diego County Transit.

He worked for the MTA in 1990, when he had been involved in the merger of organizations that were in California, San Diego, and San Diego. He worked at the San Diego's California State Transit Authority, San Diego's San Diego County Transit, the San Diego's San Diego County Transit, and the San Diego's San Diego County Transit.

By the end of 1990, he was in California, where he established a reputation as a good corporate manager. He worked at the San Diego's California State Transit Authority, San Diego's San Diego County Transit, the San Diego's San Diego County Transit, and the San Diego's San Diego County Transit.

Working out more of a "middle" work of business, he worked for the San Diego's California State Transit Authority, San Diego's San Diego County Transit, the San Diego's San Diego County Transit, and the San Diego's San Diego County Transit.

"I went into Los Angeles when we were in charge of restructuring the loans on 10 railroads made by the Transamerica Trust. I worked for the agency for several years, but each company had its own way of doing things. It was unusual to see them that had such contrasting capabilities as a lawyer and as a manager," Folstein said.

He worked for the agency's handling of a number of cases for the Republican Trust Corp. Burke also worked for the agency's handling of a number of cases for the Republican Trust Corp. Burke also worked for the agency's handling of a number of cases for the Republican Trust Corp.

In 1990, the MTA was in trouble, with a deficit of at least \$20 million and a request for the chief executive officer for several months. One chief had been fired and another had resigned. Burke was asked to take over the agency's business and was named Burke.

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He also was the recipient of the MTA's award for the 2000 railroad, which had \$20 million in assets. He worked for the agency's handling of a number of cases for the Republican Trust Corp. Burke also worked for the agency's handling of a number of cases for the Republican Trust Corp.

Burke is survived by his spouse, four children and 10 grandchildren.

His wife, Barbara, died in 1990. Burke is survived by his spouse, four children and 10 grandchildren.

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