

EXCLUSIVE REPORT

BRINGING DOWN LANCE

(Inside the Crusade to Disgrace a Champion)

Outside

DECEMBER 2008

**Gulf Coast
Apocalypse**
Most shocking images
from Hurricane Katrina
just in

**Shining
Light**
An astonishing
tale of healing
inspired in the
Himalayas

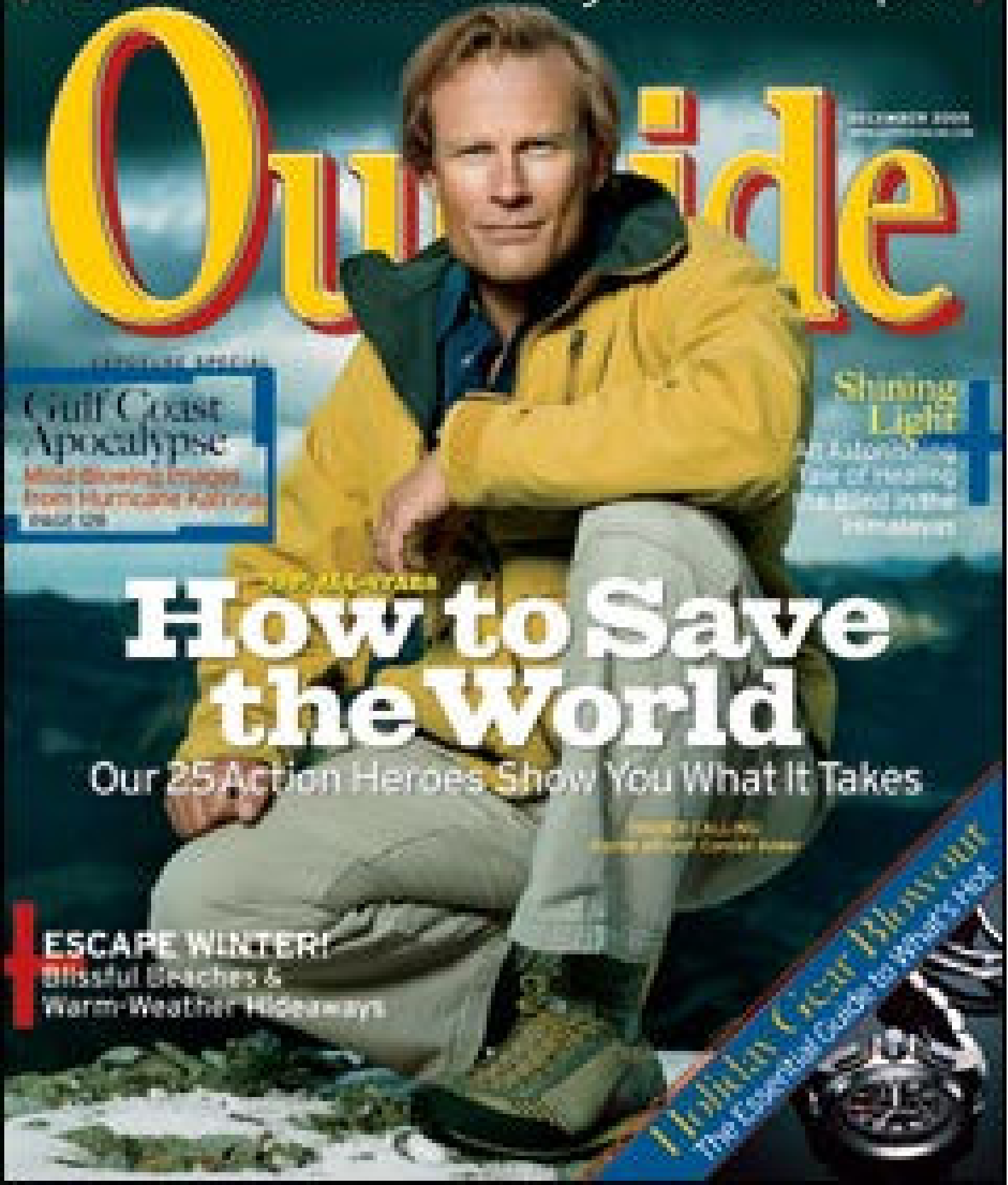
How to Save the World

Our 25 Action Heroes Show You What It Takes

ESCAPE WINTER!
Blissful Beaches &
Warm-Weather Hideaways

Special 2008
Traveler's Choice Award

WHEELS GO ROUND
The coolest cars, trucks & bikes

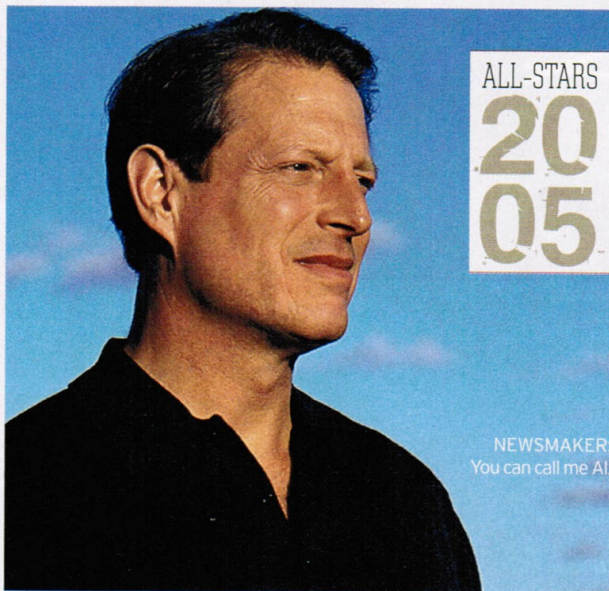


23. AL GORE: MEDIA TYCOON

MISSION// DEMOCRATIZE TV

AL GORE APPEARED TO BE ON LIFE SUPPORT after his failed 2000 presidential bid: He bounced between jobs teaching journalism and a few fiery speeches before vanishing from the public eye. Now the 57-year-old ex-veep is back, resurrected as the visionary and chairman of San Francisco-based Current TV, a four-month-old cable network that depends on viewer-created content for more than a quarter of its programming. "Current enables viewers to short-circuit the ivory tower and provide the news to each other," says David Neuman, president of programming. "It's revolutionary." Like an on-air blog, Current encourages aspiring Stacy Peralta's armed with digital camcorders and PowerMacs to shoot and edit short videos; then visitors to the network's Web site vote on what gets aired. Some, like "Jumper," a fast-paced homage to BASE jumping that mixes helmet-cam footage and interviews with an amped-up soundtrack, are cool; others are predictably awful. It's a bold idea for the notoriously unhip Gore, but Al (as he's known around the office, where he has been heard inquiring about the network's "street cred") has brought to Current more than an A-list name and access to deep pockets. "He wants to democratize television," says Neuman. And, in the process, he just may recast himself.

—JASON STEVENSON



ALL-STARS
20
05

NEWSMAKER:
You can call me Al.



BROWN IS BEAUTIFUL: Visualizing Bargmann's rehab project at the Philadelphia Navy Yard.

24. JULIE BARGMANN: LANDSCAPE SAVIOR

MISSION// RESURRECT THE WASTELANDS

AS ONE OF THE LEADING landscape architects specializing in revitalizing toxic Superfund sites and derelict brown-fields, Julie Bargmann is a sort of fairy godmother of industrial wastelands. "Most remediation projects are just lipstick on a pig," she says. "They truck the dirt to New Jersey and slap a parking lot over the site." Which is why the 47-year-old started D.I.R.T. (Design Investigations Reclaiming Terrain) Studio, in Charlottesville, Virginia. Bargmann seeks out nasty places from Israel to Alaska, hires scientists to pitch in with the eco-cleanup, and transforms blight into beauty. Results so far include the makeover of a basalt quarry into a thriving vineyard and wildlife habitat in Sonoma County, California. "Postindustrial landscapes are bound to become central to many of our communities," says Bargmann, "and reclaiming these derelict sites is a way to contribute to communities and the environment."

—L. M.

25. DANIEL EMMETT: HYDROGEN HERO

MISSION// FUEL AN ENERGY REVOLUTION

IT'S THE LIGHTEST, MOST ABUNDANT ELEMENT IN THE UNIVERSE, can be derived from a stalk of celery or a lump of coal, is twice as efficient as gasoline, and has only two by-products: water vapor and heat. No wonder hydrogen is the next big thing in alternative fuels—and car-crazed California is its testing ground. Leading the charge is Daniel Emmett, 36-year-old cofounder of the Santa Barbara-based non-profit Energy Independence Now. In 2001 Emmett partnered with green politico Terry Tamminen to create a network of hydrogen-fuel stations along California's 45,000 miles of roadway. They pitched the idea to anyone willing to listen; in 2004 Governor Schwarzenegger pledged support, ponying up \$6.5 million in state funding in 2005. Now there are 17 hydrogen stations across the state, and Emmett is pushing for a total of 100 by 2010 as part of a larger effort to reduce petroleum dependency and cut greenhouse-gas emissions by 30 percent. It's a tall order: There are currently only 70 hydrogen test vehicles on California roads (though the major auto manufacturers are racing to develop new fuel-cell technologies), and Emmett estimates he'll need another \$54 million. But the hydrogen revolution has to start somewhere. "If we don't do something today," says Emmett, "it'll always be 30 or 40 years off." —SARA BLASK