The Biden administration said Wednesday it has approved ambitious plans by 34 states and Puerto Rico to create a national electric vehicle charging network as the U.S. begins in earnest its transition away from gas-powered transportation.

The plans’ approval means $900 million can begin to flow to the states, which are tasked with using money from President Joe Biden’s huge infrastructure law to form the network of chargers across the nation. Building out a reliable and convenient network is critical to spur more adoption of the technology, which is itself key to reducing greenhouse emissions that cause global warming.

The announcement came on the same day that Biden toured the North American International Auto Show in Detroit to tout the new law that includes tax incentives to purchase electric vehicles.

In practical terms, it means residents in some of those states could see more charging stations start popping up along major travel corridors as early as next summer. Biden has a goal of ultimately installing 500,000 chargers across America and building a network of fast-charging stations across 53,000 miles of freeways from coast to coast.

“Unlocking this type of funding is an enormous step in getting the charging network out, which is something we absolutely need if we’re going to get full-scale deployment and adoption” of electric vehicles, said Nico Larco, director of Urbanism Next Center at the University of Oregon. “We don’t have the capacity now to power anywhere near the fleet that we need.”

Federal officials said they will continue to review the plans not approved in this round with the goal of approving all the states’ EV roadmaps by Sept. 30.

Biden’s infrastructure law provides $5 billion over five years for the electric vehicle charging network.

The funding announced Wednesday is specifically for installing the most powerful chargers along “alternative fuel corridors” — major freeways that connect states — with the goal of eliminating the “range anxiety” that keeps many people from purchasing electric vehicles or using them on long road trips. Under proposed guidelines, states would be required to install at least one four-port fast-charging station every 50 miles on these corridors and ensure they are within one mile of an off-ramp.

Some states received exemptions in rural areas for the 50-mile requirement, according to the approval letters.

An additional $2.5 billion in discretionary grants is also available to fund electric vehicle charging infrastructure in economically disadvantaged communities, rural areas and urban cores. And Biden’s recently passed Inflation Reduction Act includes $3 billion to spur electric vehicle adoption and charging accessibility in disadvantaged communities.

Industry analysts said the federal investment was a huge windfall but alone was not enough to meet projected demand.

“It’s important to see this funding as something that will hopefully kickstart further private sector funding,” said Jessika Trancik, a professor at the Massachusetts Institute of Technology’s Institute for Data, Systems, and Society.

“What government can do is incentivize further private sector funding and push forward this shift towards electric vehicles … where there might not be as much private sector investment,” she said.

Rural states have raised serious concerns about the proposed federal requirements that accompany the money, including the every 50-mile requirement.

State transportation officials in Wyoming, Idaho, Montana, North Dakota and South Dakota joined last month to urge the Biden administration to ease the requirements.