

# Simple Linear Regression

## Part 3: Inference

STAT 705: Regression and Analysis of Variance

# Variability of the Estimators

- Estimators:  $\hat{\beta}_0$  and  $\hat{\beta}_1$
- Calculated from the observed  $(X, Y)$  pairs in the sample
- This implies that each estimator
  - is a random variable
  - has a probability distribution
  - has a mean and a standard deviation

# Distributions of $\hat{\beta}_0$ and $\hat{\beta}_1$

	Mean	Variance
<b>Intercept</b>	$E(\hat{\beta}_0) = \beta_0$	$Var(\hat{\beta}_0) = \sigma^2 \left( \frac{1}{n} + \frac{\bar{X}^2}{SS_{XX}} \right)$
<b>Slope</b>	$E(\hat{\beta}_1) = \beta_1$	$Var(\hat{\beta}_1) = \frac{\sigma^2}{SS_{XX}}$

For both  $\hat{\beta}_0$  and  $\hat{\beta}_1$ , the standard error is the square root of variance.

Since  $\sigma^2$  is not known, we substitute  $\hat{\sigma}^2$ .

Then  $\hat{\beta}_0$  and  $\hat{\beta}_1$  follow a  $t$  distribution with  $n - 2$  degrees of freedom.

# Standard Errors of $\hat{\beta}_0$ and $\hat{\beta}_1$

## Intercept

Point estimate =  $\hat{\beta}_0 = -21$

$$\text{Var}(\hat{\beta}_0) = \text{MSE} \left( \frac{1}{n} + \frac{\bar{X}^2}{SS_{XX}} \right)$$

$$\text{Var}(\hat{\beta}_0) = 7867.2 \left( \frac{1}{11} + \frac{18.5^2}{643.56} \right)$$

$$\text{Var}(\hat{\beta}_0) = 4899.69$$

$$\text{se}(\hat{\beta}_0) = \sqrt{4899.69} = 70.0$$

## Slope

Point estimate =  $\hat{\beta}_1 = 35.7$

$$\text{Var}(\hat{\beta}_1) = \frac{\text{MSE}}{SS_{XX}}$$

$$\text{Var}(\hat{\beta}_1) = \frac{7867.2}{643.56} = 12.22$$

$$\text{se}(\hat{\beta}_1) = \sqrt{12.22} = 3.5$$

# Confidence Intervals for $\beta_0$ and $\beta_1$

- General form of confidence interval is  
(point estimate)  $\pm$  (critical value)\*(standard error)
- The critical value is from the  $t$  distribution with  $n - 2$  degrees of freedom ( $n$  is the number of pairs in the data)
- For Lead vs. Traffic example, with  $\alpha = .05$   
 $df = n - 2 = 9 \Rightarrow$  critical value =  $t_{\alpha/2, 9} = 2.262$
- 95% CI for  $\beta_0$  is  
 $-21 \pm (2.262)*70.0$ , or  $(-179.3, 137.3)$
- 95% CI for  $\beta_1$  is  
 $35.7 \pm (2.262)*3.5$ , or  $(27.8, 43.6)$

# Hypothesis Test for $\beta_1$

For some constant  $c$ , test  $H_0: \beta_1 = c$  vs.  $H_a: \beta_1 \neq c$

$$\text{Test statistic} = \frac{\hat{\beta}_1 - c}{se(\hat{\beta}_1)} \quad \text{Critical value} = t_{\alpha/2, df=n-2}$$

Reject  $H_0$  if  $|\text{Test statistic}| > \text{Critical value}$

Example: Lead vs. Traffic, test  $H_0: \beta_1 = 0$  vs.  $H_a: \beta_1 \neq 0$

$$\text{Test statistic} = \frac{35.7 - 0}{3.5} = 10.2 \quad \text{Critical value} = 2.262$$

$$|10.2| > 2.262, \text{ so we reject } H_0$$

The sample provides evidence that the slope is not 0.

# Interpret the Inference on Slope

- In the previous hypothesis test, we concluded that the slope of the line regressing Lead on Traffic is not 0. This means
  - the predictor (Traffic) DOES help explain response (Lead)
  - the predictor should be kept in the model
- If the conclusion had been opposite (i.e., do not reject  $H_0$ ), then any of the following could be plausible
  - the 'true' slope is 0
  - the 'true' regression model does not include the predictor
  - a reduced model ( $Y = \beta_0 + \varepsilon$ ) may be adequate
  - the 'true' regression model is not linear

# Hypothesis Test for $\beta_0$

For some constant  $c$ , test  $H_0: \beta_0 = c$  vs.  $H_a: \beta_0 \neq c$

$$\text{Test statistic} = \frac{\hat{\beta}_0 - c}{se(\hat{\beta}_0)}$$

$$\text{Critical value} = t_{\alpha/2, df=n-2}$$

Reject  $H_0$  if  $|\text{Test statistic}| > \text{Critical value}$

Example: Lead vs. Traffic, test  $H_0: \beta_0 = 0$  vs.  $H_a: \beta_0 \neq 0$

$$\text{Test statistic} = \frac{-21 - 0}{70} = -0.3$$

$$\text{Critical value} = 2.262$$

$|-0.3|$  is not  $> 2.262$ , so we do not reject  $H_0$

Conclusion: It is reasonable to believe that the intercept could be 0.



# Relation Between Tests and CI

- Two-sided hypothesis tests are equivalent to confidence intervals
- For the slope:
  - At  $\alpha = 0.05$ , we rejected  $H_0: \beta_1 = 0$  in favor of  $H_a: \beta_1 \neq 0$
  - A 95% confidence interval for  $\beta_1$  is (27.8, 43.6)
- The confidence interval does not contain the hypothesized value (0), so 0 is not a 'plausible' value for  $\beta_1$  and we should reject the null hypothesis.

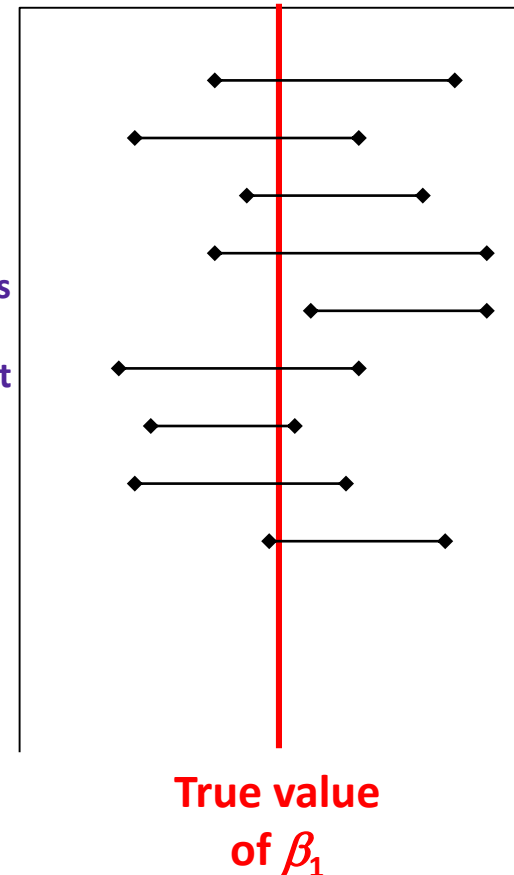
# Interpreting a Confidence Interval

- A confidence interval for a population parameters (e.g., either  $\beta_0$  or  $\beta_1$ ) is based on the sampling distribution of its estimator (e.g., either  $\hat{\beta}_0$  or  $\hat{\beta}_1$ )
- We found a 95% confidence interval for  $\beta_1$  is (27.8, 43.6)
- INCORRECT INTERPRETATION:
  - The probability is 95% that  $\beta_1$  is between 27.8 and 43.6.
- Why is this incorrect?
  - $\beta_1$  is a population parameter. It is a fixed, but unknown, value.
  - $\beta_1$  is NOT a random variable; it does NOT have a probability distribution

# Correct Interpretation a CI

- We found a 95% confidence interval for  $\beta_1$  is (27.8, 43.6)
- What this means:
  - If we repeat the experiment many times
  - Generate a new confidence interval for each repetition
  - In approximately 95% of the repetitions, the confidence interval would contain the true value of the parameter
- Brief interpretation
  - The interval [27.8,43.6] contains the true value of the parameter  $\beta_1$  with 95% confidence

Repetitions  
of  
experiment



# Coefficient of Determination

- Also known as 'R-square'

- Definition:  $R^2 = 1 - \frac{SSE}{SS_{YY}}$

- For the Lead vs. Traffic example,

$$R^2 = 1 - \frac{70,805.1}{892,522.67} = 0.921$$

- Interpretation: Approximately 92.1% of the variability in lead concentration can be explained by the traffic volume.

# Prediction and Estimation

- We can use the linear regression equation to
  1. Estimate the mean value of  $Y$  for a specific  $X$
  2. Predict the value for an individual  $Y$  with a specified  $X$
- How are these different?

Consider all the locations in the population that have traffic volume 22 thousand vehicles.

1. We can estimate the mean lead concentration across all these locations.
2. We can predict the lead concentration for one of these locations.

# Prediction and Estimation

- Estimate  $E(Y / X_0)$ , the mean  $Y$  for a specific  $X_0$ 
  - point estimate =  $\hat{\beta}_0 + \hat{\beta}_1 X_0$
  - variance of this estimate =  $\sigma^2 \left( \frac{1}{n} + \frac{(X_0 - \bar{X})^2}{SS_{XX}} \right)$
- Predict an individual  $Y$  for a specific  $X_0$ 
  - point estimate =  $\hat{\beta}_0 + \hat{\beta}_1 X_0$
  - variance of this estimate =  $\sigma^2 \left( 1 + \frac{1}{n} + \frac{(X_0 - \bar{X})^2}{SS_{XX}} \right)$
- For both variances, substitute MSE for  $\sigma^2$
- How are these different? How are they the same?

# Example of Prediction and Estimation

- In the Lead vs. Traffic example, consider sites that have 22,000 vehicles ( $X_0 = 22$ )
- Estimated  $Y$   
 $-21 + 35.7 \times 22 = 764.4$  micrograms of lead per gram of bark

- variance for the mean estimate

$$\text{MSE} \left( \frac{1}{n} + \frac{(X_0 - \bar{X})^2}{SS_{XX}} \right) = 7867.2 \left( \frac{1}{11} + \frac{(22 - 18.5)^2}{643.56} \right) = 864.95$$

- variance for the individual predicted value

$$\text{MSE} \left( 1 + \frac{1}{n} + \frac{(X_0 - \bar{X})^2}{SS_{XX}} \right) = 7867.2 \left( 1 + \frac{1}{11} + \frac{(22 - 18.5)^2}{643.56} \right) = 8732.15$$

# Confidence and Prediction Intervals

- $X_0 = 22$ , point estimate = 764.4, critical value = 2.262
- Confidence interval for the mean Lead across all locations with 22,000 vehicles  
estimate  $\pm$  (critical value)  $\times$  se(est)  $\Rightarrow 764.4 \pm (2.262) \times (864.95)^{1/2}$   
(697.9, 830.9)
- Prediction interval for the Lead concentration at one location that has 22,000 vehicle  
estimate  $\pm$  (critical value)  $\times$  se(est)  $\Rightarrow 764.4 \pm (2.262) \times (8732.15)^{1/2}$   
(553.0, 975.8)
- Prediction intervals are wider because there is more variability in a single location than in the mean across numerous locations.



# Confidence and Prediction Intervals

- Now obtain the CI and PI for sites with 18,500 vehicles
- For both intervals
  - $X_0 = 18.5$ , which happens to be the mean of  $X$
  - Point estimate =  $-21 + 35.7 \times 18.5 = 639.45$
  - Critical value = 2.262
- For the mean estimate
  - Variance =  $MSE \times (1/n) = 7867.2/11 = 715.2$ ; std.err = 26.74
  - Interval is  $639.45 \pm 2.262 \times 26.74$ , or (579, 700)
- For the individual predicted value
  - Variance =  $MSE \times (1 + 1/n) = 7867.2 (1 + 1/11) = 8582.4$ ; std.err = 92.64
  - Interval:  $639.45 \pm 2.262 \times 92.64$ , or (430, 849).

# Summary: CI and PI

	Confidence Interval	Prediction Interval
Traffic = 22,000 ( $X_0 = 22$ )	698 to 831 (width = 133)	553 to 976 (width = 423)
Traffic = 18,500 ( $X_0 = 18.5$ )	579 to 700 (width = 121)	430 to 849 (width = 419)

- In general,
  - The width of any of these intervals depends on the value of  $X_0$
  - Both types of intervals are narrower when  $X_0$  is closer to the mean than when  $X_0$  is farther away
  - For any given  $X_0$ , confidence intervals are narrower than prediction intervals

# Comparison

## Confidence Interval on Mean Response

- Mean of the distribution of  $Y$  for a given  $X$
- More precise  $\Rightarrow$  narrower
- Inference on a parameter
- Apply to a mean response

## Prediction Interval for New Observation

- Individual outcome  
 $\Rightarrow$  more uncertainty
- Less precise  $\Rightarrow$  broader
- Statement on a random variable
- Apply to a single new observation

# Things You Should Know

- Interpret confidence intervals
  - for the slope  $\beta_1$
  - for the intercept  $\beta_0$
  - for the mean (expected value) of the response
- Interpret prediction intervals
  - for an individual  $Y$ , given a specific  $X$
- Interpret
  - Point estimates for  $\sigma^2$ ,  $\beta_0$  and  $\beta_1$
- Difference between an estimate and a parameter
- Difference between a confidence interval and a prediction interval