## Assignment - 1

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(a) joint likelihood function: (under iid ausbumption)

$$\begin{cases} g_{x_1, x_2 \dots x_m} (x_{i_1} x_{i_2} \dots x_m) = \prod_{i=1}^{n} \rho (x_i | \pi, x_i) \\ = \prod_{i=1}^{n} (x_i + x_i - 1) \pi^{x_i} (1 - \pi)^{x_i} \\ = \prod_{i=1}^{n} (x_i - x_i - 1) \pi^{x_i} (1 - \pi)^{x_i} \end{cases}$$

(b) log-likelihood function:

leg f(x) = 
$$\ell = \sum_{xi=1}^{n} xi \log \pi + \pi n \log (1-\pi) + \sum_{i=1}^{n} \log (xi - xi - 1)$$

$$\frac{\partial f}{\partial \pi} = \frac{\sum_{i=1}^{n} x_i}{\pi} - \frac{y_i}{1 - \pi} = 0 \rightarrow \frac{1}{\pi} = \frac{\sum_{i=1}^{n} x_i}{\sum_{i=1}^{n} x_i + y_i}$$

$$\frac{\partial \Pi}{\partial \Pi^{2}} = -\frac{\sum x_{i}}{\Pi^{2}} - \frac{y_{in}}{(1-\Pi)^{2}}$$

$$\frac{\partial U}{\partial \Pi^{2}} = -\frac{\sum x_{i}}{\Pi^{2}} - \frac{y_{in}}{(1-\Pi)^{2}} = -\frac{y_{in}}{(1-\Pi)^{2}} = -\frac{y_{in}}{$$

$$\overline{W}_{MAP} = \underset{\overline{\Pi}}{\operatorname{argmax}} \underset{\overline{\Pi}}{\operatorname{log}} P(\overline{\Pi} | X, x)$$

$$= \underset{\overline{\Pi}}{\operatorname{argmax}} \underset{\underline{P(X | \Pi, x)}}{\operatorname{log}} P(\overline{\Pi}) ; [X! = (X!, X2, ... Xn)]$$

= argmax ln 
$$P(X|\Pi, r) + P(\Pi) - P(X)$$

Maximising this expression wrt. IT

$$\frac{d\Theta}{d\pi} = \left(\sum_{i=1}^{n} x_{i} + a - i\right) \cdot \frac{1}{\pi} + -\left(J(m + b - 1)\left(\frac{1}{1 - \pi}\right) = 0$$

$$=) \prod_{MAP} = \frac{\sum_{j=1}^{n} x_{i} + a - 1}{\sum_{j=1}^{n} x_{i} + a + v_{i} + b - 2}$$

[Note that  $\frac{d\Theta^2}{dT^2} < 0$  for  $T = T_{MAP}$  by previous facts analogy] Hence  $\hat{T}_{MAP}$  is point of maxima

(d) 
$$P(\pi|x.x) = \frac{P(x|\pi,x).P(\pi)}{P(x)}$$

$$P(x|\Pi, n).P(\Pi) = \Pi^{\frac{b}{2}} (1-\Pi)^{\frac{3m+b-1}{n}} (x^{\frac{b}{2}+3x-1})$$

 $= \prod_{i=1}^{n} \left( \frac{\pi_i + \pi_i - 1}{\pi_i} \right) \frac{\beta \left( \frac{\pi_i}{2\pi_i} + \alpha_i, \pi_n + b \right)}{\beta \left( \frac{\pi_i}{2\pi_i} \right)} \int_{0}^{1} \frac{\pi_i}{\beta \left( \frac{\pi_i}{2\pi_i} + \alpha_i, \pi_n + b \right)} \frac{1}{\beta \left( \frac{\pi_i}{2\pi_i} + \alpha_i, \pi_n + b \right)}$  $= \frac{\pi}{\prod_{i=1}^{n}} \left( \frac{\pi_{i+n-1}}{\pi_{i}} \right) \frac{\beta\left(\sum_{i=1}^{n} \pi_{i+a}, \pi_{n+b}\right)}{\beta(a,b)}$  $\Rightarrow P(\pi|x,n) = \frac{\prod_{j=1}^{S} x_{i+a-1}}{\beta(x_{i+a-1})} \frac{\prod_{j=1}^{N} (x_{i+n-1}) \beta(x_{i+a-n+b})}{\prod_{j=1}^{N} (x_{i+n-1}) \beta(x_{i+a-n+b})}$   $\Rightarrow P(\pi|x,n) = \frac{\prod_{j=1}^{N} x_{i+a-1}}{\beta(a,b)} \frac{\prod_{j=1}^{N} (x_{i+n-1}) \beta(x_{i+a-n+b})}{\prod_{j=1}^{N} (x_{i+n-1}) \beta(x_{i+a-n+b})}$ for TE [0,1] hence P(T|x,x)~ pot( =xi+a, xn+b) ; xi ∈ 8011, 2,...3 (d) E[TIXIN] = &xi+a Exita + MA+b  $Var\left[\pi\right] \times_{i}\pi = \frac{\left(\sum_{b=1}^{n} x_{i} + a\right) \left(\pi n + b\right)}{\left(\sum_{b=1}^{n} x_{i} + a + a + b\right)^{2} \left(\sum_{b=1}^{n} x_{i} + a + a + a + b\right)}$ i.e if IT has a diffuse of prior [uniform (0,1)]

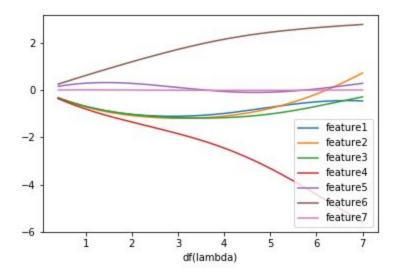
then  $\widehat{T}_{ML} = \widehat{T}_{MAP}$  $\hat{\pi}_{ML} = E[\pi | x_i y_j] = \frac{\hat{z}_i}{\hat{z}_i} x_i \quad \text{if } a = 0 + b = 0$   $\frac{\hat{z}_{Xi} + y_i}{\hat{z}_{Xi}}$ D P(TI) ~ Beta(0,0) => IT has anon-informative porior.

Mode 
$$[\Pi | X, JL] = \hat{\Pi}_{MAP} = \sum_{i=1}^{n} X_i + a - 1$$

$$\sum_{i=1}^{n} X_i + a + y_i + b - 2$$

## Problem 2:

A.  $\omega_r v/s df(\lambda)$ 



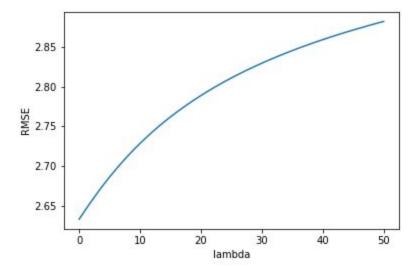
B. We are modelling the miles per gallon a car will get using six quantities (features) about that car.

The figure shows that the magnitude for feature 4(car weight) and feature 6(car year) are greater as compared to other features implying the higher correlation between miles per gallon used and these 2 quantities.

Feature 4 (car weight) has large negative value. This certifies the fact, which we already know to be true, that a heavier car would require more gallons to travel an equivalent amount of miles as a lighter car.

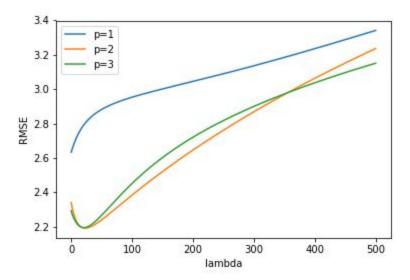
Feature 6 (car year) has large positive value. As the technology progresses over the years, cars become more efficient in terms of fuel consumption and mileage. Hence this plot certifies that fact.

C.



As we increase the weight of the bias  $(\lambda)$ , the value of the root mean squared error is rising. Hence for this particular problem of linear regression of polynomial degree 1, I would choose least squares solution, that is  $\lambda=0$ .

D.



For higher degree polynomial models for linear regression, the behaviour of RMSE with lambda is definitely different than from p=1.

The results obtained are as follows:

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for p=1, lambda = 0 gives the minimum RMSE of 2.63364357797 for p=2, lambda = 23 gives the minimum RMSE of 2.19257412086 for p=1, lambda = 21 gives the minimum RMSE of 2.19511512727
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Hence, I would choose a polynomial of degree 2 linear regression model in this particular case since that gives the least value of the RMSE. Also, the ridge regression parameter  $\lambda$  that attains the minima is 23.

Hence, I would use ridge regression with parameter lambda = 2 and order of the polynomial = 2.