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High-dimensional variable selection by decorrelation: Introducing the CAR-score

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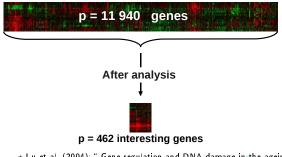
Workshop on Validation in Statistics and Machine Learning Oktober 6th, 2010



"It is a very sad thing that nowadays there is so little useless information."

Oscar Wilde published in Saturday Review (1894)

Today: Analysis of gene-expression data*



* Lu et al. (2004): "Gene regulation and DNA damage in the ageing human brain" 👒

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I. The Linear Model: Focus on Variable Selection and Importance

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The linear model Variable selection in the linear model

The linear model (population level)

$$\underbrace{\underbrace{\mathbf{Y}}_{1\times 1}}_{\mathbf{Y}} = \underbrace{\underbrace{\boldsymbol{\beta}}_{1\times p}}_{1\times p} \underbrace{\underbrace{\mathbf{X}}_{p\times 1}}_{p\times 1} + \underbrace{\epsilon}_{1\times 1}$$
$$= \beta_1 X_1 + \dots + \beta_p X_p + \epsilon$$

- Y: 1 dependent variable or response $(1 \times 1, \text{ with } E(Y) = 0)$
- ▶ X: p explaining variables ($p \times 1$, with E(X) = 0, Var(X) = V)
- β : *p* regression coefficients $(1 \times p)$
 - Interpretation: β_i, with i ∈ {1,..., p}, gives the influence of X_i on Y conditional on all the other p − 1 variables
 - The residual sum of squares is optimized by:

$$eta = \operatorname{cov}(oldsymbol{X})^{-1}\operatorname{cov}(oldsymbol{X}Y) = \Sigma_{XX}^{-1}\Sigma_{XY}$$

• ϵ : Irreducible error with $E(\epsilon) = 0$

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Strategies for determining a "good" model

1. Variable selection

- Information criteria based on penalized residual sum of squares [George (2000)], e.g. AIC, BIC, C_p, RIC etc.
- Penalized regression models like Lasso [Tibshirani (1996)], Elastic Net [Zou and Hastie (2005)], SCOUT [Witten and Tibshirani (2009)] etc.
- 2. Variable importance
 - Marginal Correlation between X and Y
 e.g. Sure Independence Screening [Fan and Lv (2008)]
 - Metrics for relative importance, like squared standardized β, Pratt's metric or other decompositions of R²
 For a comprehensive overview see Grömping (2006).

Decorrelation offers a new quantity for variable selection <u>and</u> variable importance.



Presenting the CAR-score Properties of the CAR-score The CAR-score in practice

How decorrelation leads to a new tool for variable selection and quantifying variable importance:

II. Presenting Correlation Adjusted CoRRelation, the CAR-score

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Presenting the CAR-score Properties of the CAR-score The CAR-score in practice

Definition of the CAR-score

We define the *p*-dimensional CAR-score vector (Correlation Adjusted CoRRelation) ω as:

$$\underbrace{\boldsymbol{\omega}}_{p\times 1} \quad = \quad \underbrace{\boldsymbol{P}^{-1/2}}_{p\times p} \underbrace{\boldsymbol{P}_{\boldsymbol{X}\boldsymbol{Y}}}_{p\times 1}$$

► **P**: Correlation of **X**

P_{XY}: Vector of marginal correlations between X and Y

Criterion for variable importance:

We propose to use $\omega^2(i)$ to quantify the importance of variable X_i in the linear model, with $i \in 1, ..., p$ -

Presenting the CAR-score Properties of the CAR-score The CAR-score in practice

Properties of the CAR-score |

1. Deduction from the best linear predictor:

The CAR-score quantifies the influence of a decorrelated and standardized variable on the best linear predictor Y^* .

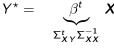
2. Reformulating the decomposition of variance:

The CAR-score leads to a coherent additive decomposition of the proportion of variance explained (on the sample level: coefficient of determination, R^2).

3. The CAR-score as a quantity for variable importance

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1. The best linear predictor



After some simple transformations the standardized best linear predictor Y^* simplifies to the following decomposition:

$$Y^{\star}/\sigma_{Y} = \boldsymbol{\omega}^{t} \, \boldsymbol{\delta}(\boldsymbol{X})$$

► The decorrelated and standardized data $\delta(X)$; $Cov(\delta(X)) = diag(1)$

$$\underbrace{\boldsymbol{\delta}(\boldsymbol{X})}_{\boldsymbol{p}\times 1} = \boldsymbol{P}^{-1/2} \, \boldsymbol{V}^{-1/2} \, \boldsymbol{X}$$

The correlation between X and Y adjusted for the correlation among X:

$$\underbrace{\omega}_{p \times 1} = P^{-1/2} P_{XY}$$
(crena Zuber High-dimensional feature selection

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2. Decomposition of the proportion of variance explained

- Total variance: $Var(Y) = \sigma_Y^2$
- Explained variance:

$$egin{aligned} & Var(Y^{\star}) = & \sigma_Y^2 \, Var(\omega^t \, \delta(\mathbf{X})) \ &= & \sigma_Y^2 \, \omega^t \, \underbrace{Var(\delta(\mathbf{X}))}_{diag(1)} \omega \ &= & \sigma_Y^2 \, \omega^t \, \omega \end{aligned}$$

► The decomposition of variance rewritten in CAR-scores:

Total variance Explained variance Unexplained variance $Var(Y) = Var(Y^*) + Var(Y - Y^*)$ $\sigma_Y^2 = \sigma_Y^2(\omega^t \omega) + \sigma_Y^2(1 - \omega^t \omega)$ I. The Linear Model II. The CAR-score III. Results IV. Conclusion

Presenting the CAR-score Properties of the CAR-score The CAR-score in practice

2. Decomposition of the proportion of variance explained II Proportion of variance explained:

 $\frac{\text{Explained Variance}}{\text{Total Variance}} = \frac{\sigma_Y^2 \omega^t \omega}{\sigma_Y^2}$ $= \omega^t \omega$ $= \sum_{i=1}^{p} \omega_i^2$

- The sum of squared CAR-scores adds up to the proportion of variance explained.
- Note: In the set-up of discriminant analysis: The sum of squared correlation adjusted t (CAT)-scores [Zuber and Strimmer (2009)] adds up to Hotelling's T.

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3. The CAR-score as quantity for variable importance

1. Proper decomposition of the proportion of variance explained:

$$\frac{\text{Explained Variance}}{\text{Total Variance}} = \sum_{i=1}^{p} \omega_i^2$$

- 2. Non-negativity: $\omega_i^2 \ge 0$
- 3. Inclusion-Property: $\omega_i^2 \neq 0$ if $\beta_i \neq 0$

4. Exclusion-Property: $\omega_i^2 = 0$ if $\beta_i = 0$ The CAR-score fulfills the Exclusion-Property only if there is no correlation between the null variables with $\beta = 0$ and non-null variables with $\beta \neq 0$

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Properties of the CAR-score II

4. Connections to other quantities for variable importance:

$$\overbrace{\boldsymbol{P}_{XY}}^{\text{Correlation}} \qquad \overbrace{\boldsymbol{P}^{-1/2}}^{\text{CAR-score}} \qquad \overbrace{\boldsymbol{P}^{-1/2}\boldsymbol{P}_{XY} = \boldsymbol{\omega}}^{\text{CAR-score}} \qquad \overbrace{\boldsymbol{P}^{-1/2}\boldsymbol{\omega} = \boldsymbol{\beta}_{\text{std}}}^{\text{Std. Regression Coeff.}}$$

5. Oracle CAR-score: If we know

- which variables are null or non-null and
- that there is no correlation between null and non-null variables

then any consistent estimate of the CAR-score $\omega = P^{1/2}\beta_{std}$ equals 0 for the null variables:

$$\omega = \underbrace{\begin{pmatrix} P_{\text{non-null}} & 0 \\ 0 & P_{\text{null}} \end{pmatrix}^{1/2}}_{P^{1/2}} \underbrace{\begin{pmatrix} \beta_{\text{std},\text{non-null}} \\ 0 \end{pmatrix}}_{\beta_{\text{std}}} = \begin{pmatrix} \omega_{\text{non-null}} \\ 0 \end{pmatrix}$$

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Properties of the CAR-score III

- 6. Distribution of the empirical squared CAR-score under H_0 : $\hat{\omega}^2(i)$ follows $Beta(\frac{1}{2}, \frac{n-2}{2})$
- 7. Grouping Property: When two variables X_i and X_j are correlated, their CAR-scores ω_i and ω_j tend to be equal:

$$\mid
ho(X_i,X_j) \mid \rightarrow 1 \quad \Rightarrow \quad \omega_i^2 - \omega_j^2
ightarrow 0$$

8. Orthogonal Property (The CAR-score for a group of variables): The importance of a group of variables 1,...,g is given by:

$$\omega_{group}^2 = \sum_{i=1}^{g} \omega_i^2 = \omega_1^2 + \ldots + \omega_g^2$$

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Presenting the CAR-score Properties of the CAR-score The CAR-score in practice

The CAR-score is a population quantity; thus it is not tied to any inference framework. Any kind of "good" estimate can be used.

A simple recipe for variable selection:

- 1. (If p is too large, a prescreening is advisable. Limitation: Estimation of the $p \times p$ correlation matrix P)
- 2. Estimate the CAR-scores:
 - ► Large sample case (n >> p): Empirical estimates
 - Small n, large p: Regularized estimates, like shrinkage procedures or penalized maximum likelihood estimates
- 3. Rank the variables according to their squared CAR-score
- 4. Choose a suitable cut-off (a fixed cut-off corresponds to information criteria like AIC, BIC, etc)
- 5. Refit the linear model based on the remaining variables



IV. Results

All analysis is performed in R

- care: Empirical and shrinkage estimates for the CAR-score
- relaimpo: Relative importance of variables
- scout: Implementation of Lasso and Elastic Net
- fdrtool: False (non) discovery rate



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Simulation: The Set-up

- X is (multivariate) Gaussian distributed: $X \sim MvN(0, R)$
- ϵ is Gaussian distributed: $\epsilon \sim N(0, \sigma^2 = 9)$
- ▶ Set-up 1:
 - Low dimensional: p = 8 and n = 50 100
 - beta=c(3,1.5,0,0,2,0,0,0)
 - Autocorrelation: $\rho(x_i, x_j) = 0.5^{|i-j|}$
 - Signal variance to noise variance: 2.36
- Set-up 2:
 - Large p, small n: p = 40 and n = 10 50
 - p = 10 non-null variables with
 beta[1:10]=c(3,3,3,3,3,-2,-2,-2,-2,-2)
 and p = 30 null variables
 - Pairwise correlation of ho= 0.9 among the non-null variables
 - Signal variance to noise variance: 3.22



- What to compare?
 - 1. Variable selection:
 - Mean model error, median model size and the β -coefficients
 - 2. Variable importance: Quantity of the different metrics
- The competitors:
 - 1. Variable selection: Elastic Net, Lasso and Ordinary Least Squares
 - 2. Variable importance:
 - Squared $eta_{ ext{std}}$'s, Pratt's measure and the 1mg-measure
- Set-up 1: Empirical CAR-score; Set-up 2: Shrinkage CAR-score
- The CAR-scores are used for variable selection, then the linear model is refitted

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Simulation Analysis of benchmark data

Mean model error with (SE) and median model size

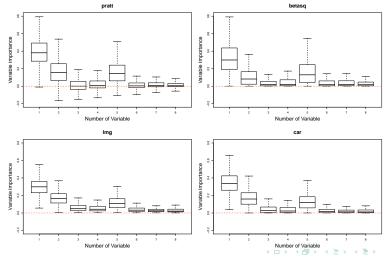
	CAR	Elastic Net	Lasso	OLS
Set-up 1:				
<i>n</i> = 50	119 (7)	130 (6)	148 (6)	230 (9)
	3	5	5	8
n = 100	55 (3)	58 (2)	59 (3)	99 (3)
	3	5	5	8
Set-up 2:				
n = 10	1482 (44)	1501 (45)	1905 (75)	—
	10	13	6	_
<i>n</i> = 20	838 (30)	950 (26)	1041 (29)	_
	9	10	6	
<i>n</i> = 50	358 (11)	571 (10)	608 (8)	5032 (214)
	10	7	5	40

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Simulation Analysis of benchmark data

Set-up 1: Boxplots of the estimated variable importance beta=c(3,1.5,0,0,2,0,0,0)



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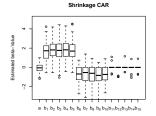
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Simulation Analysis of benchmark data

Set-up 2: Boxplots of the first 15 estimated β -values

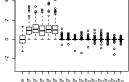
Estimated beta-Valu

beta=c(3,3,3,3,3,-2,-2,-2,-2,0,0,...)

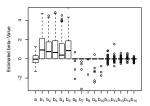




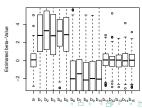
Elastic Net











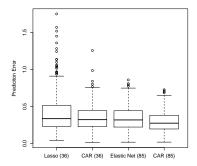
High-dimensional feature selection

"Gene regulation and DNA damage in the ageing human brain" from Lu et al. in Nature (2004)

- The data is available on the Gene Expression Omnibus ("GSE1572")
- n = 30 and p = 12625
- Y: Age of the individual (26-106 years)
- ➤ X: Gene expression of postmortem brain tissue (frontal cortex) (Platform: Affymetrix Human Genome U95 Version 2 Array)
- A prescreening is performed using the empirical marginal correlations and FNDR control: Remaining size p = 403
- Model size of the competing procedures:
 - Lasso: 36 genes
 - Elastic Net: 85 genes
 - CAR-score: 50 60 genes
- All procedures include different variables.

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Simulation Analysis of benchmark data



	Model Size	Mean Prediction error (SE)
Lasso	36	0.4006 (0.0011)
CAR	36	0.3357 (0.0070)
Elastic Net	85	0.3417 (0.0068)
CAR	85	0.2960 (0.0059)

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IV. Conclusion

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Summary

- We introduce a remarkable simple way of quantifying variable importance and selecting variables in the linear model: The CAR-score
- 2. The CAR-score is embedded elegantly in the theoretical framework of the linear model:
 - The CAR-score quantifies the influence of a decorrelated variable on the best linear predictor.
 - It leads to a coherent decomposition of the proportion of variance explained.
- 3. Simulations show that the CAR-score achieves a lower model error than Lasso and Elastic Net and identifies the correct model size.
- 4. In the analysis of real data the CAR-score achieves a lower prediction error than competing procedures.

(*) *) *) *)

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The preprint of Zuber and Strimmer (2010): "Variable importance and model selection by decorrelation" is available on:

- http://arxiv.org/abs/1007.5516
- http://www.uni-leipzig.de/~zuber/

care(CAR-Estimation)-package available from CRAN:

cran.r-project.org/web/packages/care/index.html

Thank You Very Much For Your Attention!

- I. The Linear Model II. The CAR-score III. Results IV. Conclusion
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